

latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET

VOL 27 AUGUST

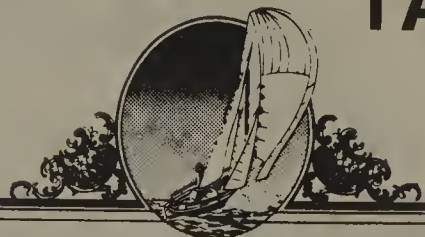
PODÉE
33604

BULK RATE
U.S. POSTAGE
PAID
SAN RAFAEL
Permit No. 210

GO FOR IT!



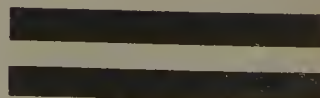
TARTAN TEN . . . a grand one design



CLAUSS enterprises

Purveyors of Fine Sailing Craft

**Bay Areas
One Design Dealer**



Clipper Yacht Harbor
Homewood Marina

Sausalito
Lake Tahoe

(415) 332-4622
(916) 525-6538

EXQUISITE CUSTOM SAILS

CONGRATULATIONS TO ULF WERNER

Ulf Werner started sailing a few years ago, and immediately joined the racing scene. As with most of Ulf's activities, he participates with flair and intensity.

It wasn't long before Ulf decided to get a new boat; a custom designed boat with an explosive temperament.

The result is *Brown Sugar*. She is a showpiece built with impeccable craftsmanship, and artistically chosen wood combinations. You'd like to put her in a museum.

Brown Sugar is also fast.

With the new boat, Ulf decided to go Transpac. But what a Transpac it was!! The tradewinds would not blow, and that long, magnificent spinnaker run never developed. Conditions were not well suited to the explosive nature of *Brown Sugar*. A very different race than any one had even remotely anticipated resulted. Consequently the race was also a very difficult one.

During the race, *Brown Sugar* was surprisingly fast. But, maybe her speed was not such a surprise.

Richards and van Heeckeren had spent much time making certain that the right sails were developed for *Brown Sugar*, and took care that these were selected and designed to minimize the advantage other styles of boat might have when conditions favored those other boats.

When Transpac '79 had come to an end, *Brown Sugar* had won Class D, was sixth overall and the first small boat to place in the fleet of 83.

Again, we congratulate Ulf Werner and *Brown Sugar*.



PHOTO BY DIANE BESTON

Brown Sugar ★, winner of Transpac Class D.



415/444-4321

★ Powered by Pinapples

Signet Instruments

Stocking Dealers for: Headfoil 2
and Atlantis Foul Weather Gear

Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415)444-4321

ONE DESIGN

GORE-TEX™ Fabric FOUL WEATHER GEAR

The name just about says it all . . .

Dinghy Sailor!
Foredeckman! Trapeze
Fanatic! They all have one
thing in common . . . they
get wet! Until now they
had to rely on clammy
one piece suits, ill fitting
foul weather gear or sweaty
wetsuits. Not anymore!

The "One Design" is made
for them. Waterproof
yet breathable **Gore-Tex™**
fabric combined
with functional features
opens up a new realm
in wet sailing.



Fabric

The "One Design" is constructed of tough nylon oxford **Gore-Tex™** fabric. This is the one fabric we've found that combines all the right features needed for high performance foul weather gear. First of all the fabric is durable; it rates extremely high in abrasion resistance, tear strength and puncture testing. In addition, the **Gore-Tex™** film that is laminated to the oxford is waterproof, yet breathable. The unique **Gore-Tex™** film, expanded polytetrafluoroethylene (PTFE), has 9 billion pores to the square inch. Each pore is 20,000 times smaller than a drop of liquid water, yet 700 times larger than a molecule of water vapor.

Like conventional foul weather gear, water is prevented from penetrating the fabric, yet moisture vapor (perspiration) can escape through the fabric.

International Marine Wear pioneered the use of **Gore-Tex™** fabric for the marine industry. You can't find anything better.

GORE-TEX is a trademark of
W. L. Gore & Associates, Inc.



International marine wear

AVAILABLE FROM



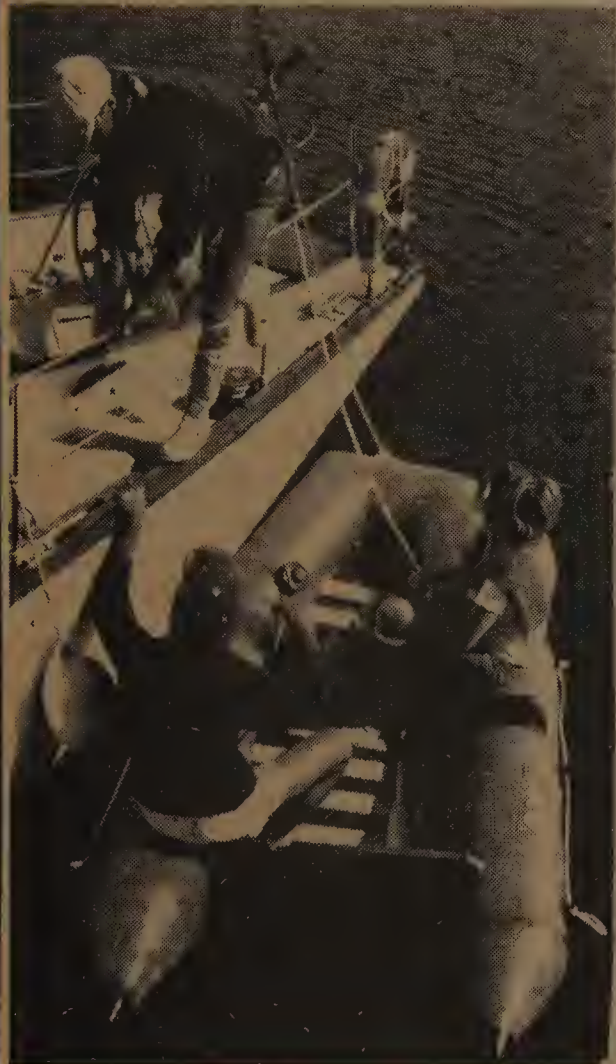
ANCHORAGE MARINE



MADE IN AMERICA

295 HARBOR DRIVE • SAUSALITO • 332-2320

“The Experts in the ways of the Sea” have carefully chosen Bombard Inflatables



A full comfort shuttle. This little boat will make you discover the joys of the water; with a motor of 4 to 6 HP mounted on the rear transom, it can take you at very respectable speeds, it will make you want to go fishing or sunbathe far from the shore. Comfortable with its bench, it is functional as well since it can be brought under davits. But it is above all the tender to your boat which can be kept in a bag of 1,10 m (3'7") by 0,05 m (1'6") and becomes in a few seconds a launch for 4 persons.



BOMBARD TENDER AX2

EQUIPMENT:

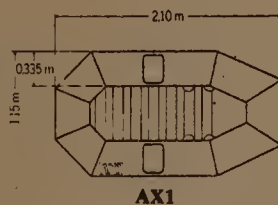
One repair kit, installed hand-bellows and rowlocks, one removable bench, one grating, four grumets for fastening under davits.

- ★ 12 month warranty
- ★ Service by 'Sea Jay'
- ★ Rugged with Advanced Engineering Far Beyond Other Inflatables.
- ★ Proven Sea Keepers
- ★ Quality that Establishes a *NEW* Criteria in Inflatable Technology.
- ★ Premier Offering in California.

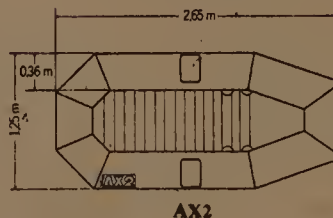
	AX1 — \$700
Number of passengers	2
Colour	Orange
Inflatable volume	360 L / 800 lbs
Compartments	2
Useful load	230 KG / 510 lbs
Maximum buoyancy	600 KG / 1324 lbs
Stowed dimensions	75 x 40 CM
in bag	2'5" x 1'3"
Packed weight	13 KG / 28 lbs
Maximum motor power	
Recommended motor power	

	AX2 — \$800
	4
Colour	Orange
Inflatable volume	510 L / 1110 lbs
Compartments	2
Useful load	360 L / 791 lbs
Maximum buoyancy	900 KG / 1984 lbs
Stowed dimensions	90 x 40 CM
in bag	3' x 1'3"
Packed weight	15 KG / 33 lbs
Maximum motor power	4 HP
Recommended motor power	2 HP

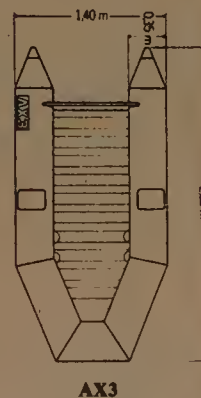
	AX3 — \$860
	4
Colour	Orange
Inflatable volume	550 L / 1212 lbs
Compartments	2
Useful load	950 KG / 2093 lbs
Maximum buoyancy	110 x 50 x 25 CM
Stowed dimensions	3'7" x 1'6" x 8"
in bag	20 KG / 44 lbs
Packed weight	6 HP
Maximum motor power	4 HP
Recommended motor power	



AX1



AX2



AX3

JOHNSON & JOSEPH H
COMPANY
OAKLAND • SAN FRANCISCO • SAN DIEGO

496 JEFFERSON STREET, SAN FRANCISCO

76 JACK LONDON SQUARE, OAKLAND

Let Experience Give You A Hand.



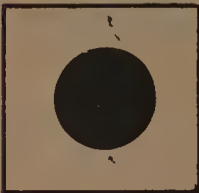
If you have a desire to learn to sail and have been apprehensive about beginning, or you wish to improve your sailing expertise, or possibly prepare to cruise —let us give you a hand in making the transition. Your training will be under the direction of a professional sailor who will ensure that you may confidently explore the endless art of sailing.

Fair Winds,

The
**San Francisco
Sailing School**

**SEPTEMBER RACE CLINIC
RESERVATIONS (415) 523-0800**

1136 Ballena Blvd.
Alameda, CA 94501 (415) 523-0800



MAKE YOUR PLEASURE CRAFT A PLEASURE

WITH STEREO MUSIC
FROM PETER'S

Holst the newest flag afloat . . . a red apple on white . . . the signal for stereo happening here, and it means fun. So why wait any longer when you can have stereo in your boat as easily as in your car? We do both with the best selection of mobile stereo components including the complete Clarion line. Make stereo a part of your rigging. It's a pleasure. Expert installation most anywhere in the Bay Area.

CALL FOR FREE ESTIMATE
567-4678

Peter's Auto Radio

2106 LOMBARD at FILLMORE
SAN FRANCISCO

SALES • INSTALLATION • SERVICE



OVERSEAS 41' One of the popular Garden FG ketches that is well equipped with dsl. aux., 7 sails, hot & cold pressure water, shower, VHF, Fathometer, FG dinghy, fireplace & more. Great for that long distance cruise or living aboard.
Asking \$66,250



CENTAUR 26' of rugged FG construction by Westerly Marine in 1970. A very neat, cruisable inter. w/dsl. aux.
Asking \$16,900



ROZINANTE a very tasteful modification of L. Francis' canoe yawl that now makes her the perfect pocket cruiser for S.F. Bay or for going down the Coast. Must be seen to appreciate.
\$20,000

MATHEWS 45' Cruising Cutter that needs some TLC. Has a BMC dsl., VHF radio, recording depth-sounder, WSI, 100 gal. water, 60 gal. fuel & a very anxious seller.
Try \$22,500

WESTSAIL 32 that is very well equipped for cruising with a Volvo dsl., VHF, Fathometer, Auto-Helm vane, sailing dink, 5 sails, & much more. Owner is anxious to move to another yacht & is asking \$58,500



SAILBOAT BROKERAGE

55' FC SCHOONER, must see to believe . . .	\$ 85,000
47' BEISTER STEEL YAWL, beautiful	82,500
47' STEEL KETCH	95,000
45' LITTLE HARBOR YAWL steel Hood/Maas .	110,000
41' OVERSEAS 41 FG cruising ketch	66,250
38' FARRALLON CLIPPER by Stephens	31,500
36' FARR 1104 - new one ton racer	72,500
34' ISLANDER good cruising, w/diesel	32,500
32' WESTSAIL 3 from	37,000
32' ARIES FG built '76	35,000
32' DANISH PILOT CUTTER a true classic . . .	26,500

NORTHSTAR 1000 for that person that is looking for a well built, modern design at a reasonable price. Atomic 4 inboard, 3 sails, wheel steering & anxious owner asking a low \$22,000

SEWARD designed custom cruising yawl that was built to be a serious cruising yacht. Dsl. aux., propane stove, refrigeration, windlass, self-steering vane. Just reduced by an anxious seller to \$49,500

KERMIT PARKER YACHT BROKERAGE

(415) 456-1860
San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901

CONTENTS

13	shop talk
15	letters
29	loose lips
36	sightings
42	long distance race
46	lingsch log
49	transpac
56	fleet sheet
66	caravan — part II
73	juniors
74	dennis
76	pam
78	john
80	heavy weather
86	rhodes 19
92	sue up the river
95	halfway there

COVER PHOTO BY LATITUDE 38: Laser Slalom

MORE OF THE BEST FOR THE BEST.

In the most competitive fleets across the country, more and more winning boats are using **SILVA** compasses.

That's why you'll see top skippers with the . . .

NEW

SILVA CASSETTE BEARING COMPASS



- Extremely Well Damped
- Sturdy Cassette Form
- Pocket Sized.

RETAIL

\$36.50

"If I can think of one common denominator with all the top sailors I know — the one thing they strive for both upwind and downwind, is to maintain correct angle of heel. It's even more important than sail trim."

Gary Jobson

Co-Author of "The Racer's Edge"

SILVA Twinscale Clinometer

Upper Scale — fore & aft trim
Lower Scale — Angle of Heel

Made of Plastic with
Ultrasonic Welding.
Priced at \$15.95



Contact Your Local Dealer

SCANMAR

Marine Products

298 Harbor Drive
Sausalito, CA 94965

Clipper Yacht Harbor
(415) 332-3233

Don Wilson YACHT SALES



BAHAMA 30 complete at \$30,800

ISLANDER 36 — Barients, sails, diesel, shower, pulpits, lifelines, radio, k.m., d.s., everything you need for \$59,995

YAMAHA 33 — Offshore cruiser, ready to go and loaded with gear at \$47,500

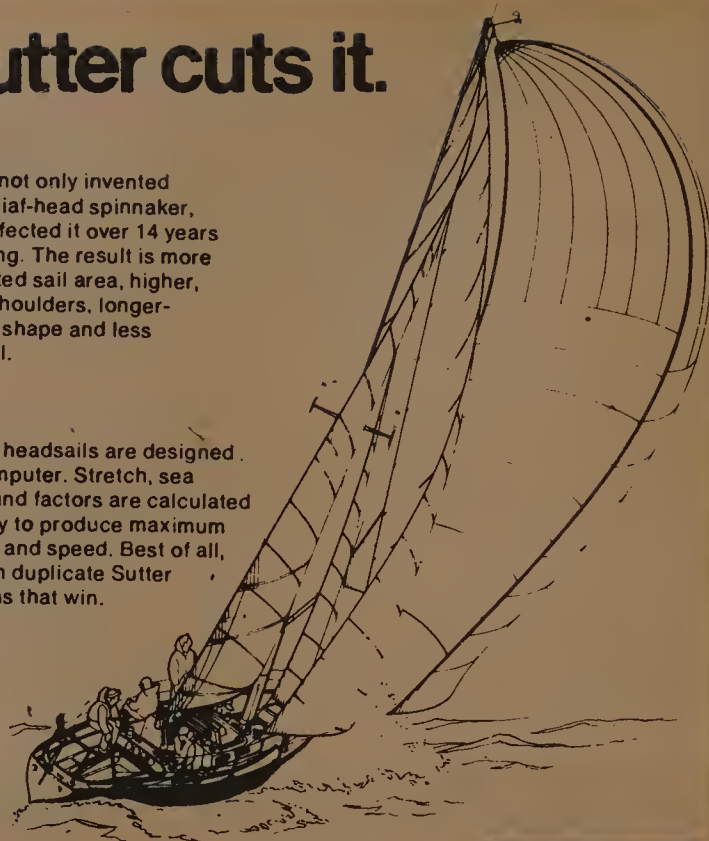
CONQUEST 33 TRAWLER — Fully equipped — ready to cruise at \$49,900

11 EMBARCADERO WEST PORTOBELLO
OAKLAND 444-8717

Sutter cuts it.

Sutter not only invented the radial-head spinnaker, we perfected it over 14 years of racing. The result is more projected sail area, higher, fuller shoulders, longer-lasting shape and less luff curl.

Sutter headsails are designed by computer. Stretch, sea and wind factors are calculated exactly to produce maximum power and speed. Best of all, we can duplicate Sutter designs that win.



Sutter mainsails have a new twist in jiffy reefing. A built-in load wire eases the leech when reefed and gives a faster, flatter mainsail shape. Send for our Mainsail brochure for more details.



Box 927 Sausalito 332 2510



The Wilderness 21

As representatives of the finest in quality sailing, Hans Christian Yachts of No. California is proud to offer the exciting Wilderness 21.

The Wilderness 21 is not just another pretty little yacht. She is hand built with the finest materials from all over the world, by a select group of fine craftsmen who take pride in their work.

Designed by Naval Architect Chuck Burns, the 21 is light and highly ballasted with lots of sail. This tough little boat will cut thru a heavy ocean swell or glide along on a glassy bay, always ahead of the pack in light airs like nothing you've ever seen or sailed. We invite you to take a test sail for a quality sailing experience.

Specifications

LOA	26'6"
DWL	17'9"
BEAM	4'
DRAFT	1870 LBS.
DISPLACEMENT	1070 LBS.
BALLAST	56%
SAIL AREA	208 SQ. FT.

Exclusive Northern California Dealership for:

Hans Christian
33 ft. • 34 ft. • 38 ft. • 43 ft. • 45 ft.

Wilderness
21 ft. • 38 ft.

Dennis Choate
33 ft. • 40 ft. • 41 ft. • 48 ft. • 27 ft. Racer

Fox
25 ft.

Hans Christian Yachts
Roger & Barbara Wales of Northern California

Phone (415) 521-1929
2415 Mariner Square Drive, Alameda, Calif. 94501

SUBSCRIPTIONS

I WANT IT!

SENT TO MY HOME
EACH MONTH FOR
ONE YEAR.

NAME _____

ADDRESS _____

CITY _____

ZIP _____

ENCLOSED IS \$7.50 FOR ONE YEAR

LATITUDE 38, P.O. BOX 1678, SAUSALITO, CA 94965

latitude
38

Richard Spindler — Editor & Co-Publisher
Kathleen McCarthy — Advertising Manager & Co-Publisher

P. O. Box 1678, Sausalito, CA 94965
(415) 332-6706

'the northern california sailing sheet'

FOSSILIZED BAT RAY?

FORGED STEEL BACK SCRATCHER?

FANTASTIC GARDEN TOOL?

NO!



JOHN & KRIS ARE HOLDING
THE NEW BRUCE ANCHOR.

AVAILABLE
AT

The SAILOR'S
CHANDLERY

marin. marine
with **weathermark**

At CLIPPER YACHT HARBOR
300 Harbor Drive, Sausalito, CA 94965
OPEN 7 DAYS • (415) 332-5172

KNOCK YOUR SOCKS

155 MAPLE ST. DOCKTOWN MARINA

REDWOOD CITY, CA 94063 (415) 365-7874

HOURS: M-F: 10-6 PM SAT: 9-5 PM

EVERYTHING in the store a *Minimum* of 20% OFF List Price.* And look at these **SPECIAL OFFERS:**

* Subject to stock on hand.
** Rainchecks available if prepaid during sale.

CONSTRUCTION MATERIALS NOT INCLUDED.

BLUE WATER INFLATABLE BOATING VEST

U.S. COAST GUARD APPROVED TYPE III PFD



The ULTIMATE in Water Safety for boating of all kinds. As normally used, this is a stylish, form-fitting vest which allows full freedom of movement with all the comfort and flotation characteristics of a Type III PFD.

In an emergency or any situation requiring the safety of additional buoyancy, an inner air bladder may be instantly inflated with a built-in, pressurized CO₂ cartridge. The vest then provides the increased safety of head-up, face-up flotation—like a Type II PFD—with even greater positive turning moment to turn an unconscious wearer. When fully inflated, the vest has over 35 pounds of buoyancy—more than twice the flotation required by the U.S. Coast Guard for Type II or Type III PFD's. The BLUEWATER may also be orally inflated through a conveniently located mouthpiece to provide additional buoyancy as desired.

LIST: \$59.95 **SALE: \$44.95****



WINDWARD BOATING VEST

U.S. COAST GUARD APPROVED TYPE III PFD



For Boaters, Sailors and Fishermen! Comfortable, form-fitting life vest with soft, extra-low density foam. Actually weighs less than half that of other comparable vests. Delrin® zipper and adjustable side panels provide the perfect fit. Large pocket with Velcro® flap. Available in Bright Yellow or Blue.

LIST: \$32.95 **SALE: \$24.75****



FEATHERWEIGHT WATER SPORTS VEST

U.S. COAST GUARD APPROVED TYPE III PFD

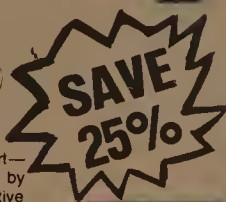


This life vest is designed for action and comfort—and weighs less than 15 ounces! Demanded by those serious about kayaking, canoeing, competitive sailing—even fishing.

Light, tough, Rip-stop nylon outer shell with super low-density marine foam for the required flotation. Fully adjustable with laced side panels, patented lacing locks and heavy-duty Delrin® zipper for form-fitting comfort. Large pocket with Velcro® flap.

An extra feature—the bottom section of the vest flips up and secures—out of the way—for those requiring maximum freedom of body movement. Orange outer shell with yellow lining or the reverse combination.

LIST: \$37.95 **SALE: \$28.45****



OFFSHORE PRODUCTS



TRAP VEST™ FLOTATION HARNESS

U.S. COAST GUARD APPROVED TYPE III PFD



It is no longer necessary to carry a life preserver on board in addition to a hiking harness—the TRAP VEST® combines both!

The TRAP VEST is a single unit which provides not only the head-up flotation required of a USCG Approved TYPE III PFD, but is also a highly functional, competition-type hiking harness—all in one neat package. It has been claimed by many users to be the most comfortable hiking harness they've ever worn.

LIST: \$69.95 **SALE: \$52.45****



SKIPPER HARNESS (Butt Bucket)

For Skippers who spend more time on the Tramp than on the Trap. Extends higher in the back than other skipper harnesses for greater comfort and support. Independent crotch and waist adjustments for fine tuning your comfort. High strength Nylon fabric and stainless steel quick-release hook-buckle.

LIST: \$29.95 **SALE: \$22.45****



PARTIAL LIST OF ADDITIONAL

SCHAEFER Blocks
NICO FICO Hardware
MARINETICS Electrical Panels & Circuit Breaker Switches
S.R. MARINER Instruments
TAMAYA Sextants
EBBCO Sextants
DAVIS Sextants

INTERNATIONAL
foul weather gear
BOMAR Hatches
BECKSON Ports & Vents
PAR Fenders
AQUA METER
Compasses & RDF

GEMTRONICS GT1066 Straight Line — White Line Recorder.

This master fish-finder is designed to meet the rugged demands of full-time commercial fishermen. Reads depths to 1980 ft. through 3 depth ranges. Clear readouts with incredible accuracy to within + or - 2%. Practiced operators can even tell species apart from each other from the shape of the readout. Super large 6" readout with variable speed control.

LIST: \$1099 **SALE: \$549.50 (50% OFF)***



GEMTRONICS GT 5500

A professional quality transceiver providing 55 transmit and 72 frequency synthesized receive channels, plus 4 weather U.S. & International channels. Features include: adjustable squelch control, channel 16 priority button, LED readout, and corrosion-proof non-ferrous housing.

LIST: \$699.95 **SALE: \$399.* SAVE: \$300.**



GEMTRONICS GT 25 25 Watt 12 Channel VHF/FM

With Weather Monitor this unique, all solid state professional quality transceiver provides you with 12 crystal-controlled transmit & receive channel capacity. Features include: Adjustable squelch circuit, high and low transmitting power switch, and R.F. protection circuitry. Programmed with channels 68, 28, 26, 22 CG, 16, 06 installed.

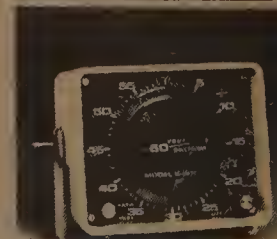
LIST: \$449.00 **SALE: \$249* SAVE: \$200**



Morrow S60E Depth Sounder.

This dual range depth sounder w/settable alarm is engineered for top performance in all depths of water to 60 fathoms (360 ft.). The new *Interference Rejector Circuit* eliminates interfering power from both inboard and outboard engines. Loud-audible alarm w/bright flasher signal alerts the operator when the preset depth is reached.

LIST: \$275 **SALE: \$199.95***



GEMTRONICS GT-660 Depth Fish Finder

Lightweight, accurate, super-sensitive flash unit. 0/60 feet and fathoms (360 ft.) Bright neon flasher dial easily read in sunlight.

LIST: \$199 **SALE: \$99.** SAVE 50%**

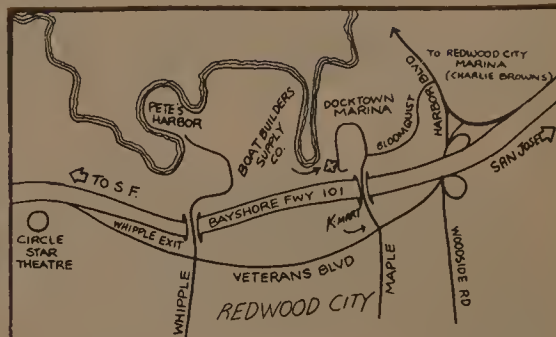


SUPPLY CO. declares a OFF SALE

CALL IN SACRAMENTO (916) 448-1660



YOUR CHARGE CARD
ACCEPTED
DURING SALE



PRODUCTS IN STOCK ON SALE.

RARITAN Lectra-San
Converters, Toilets
WHALE Galley &
Hand Bilge Pumps
RULE Submersible
Bilge Pumps
POLAR Deep S/S Sinks
ALSONS Hand Showers

HYE Brass Kerosene Lamps
CQR Anchors
SIMPSON-LAWRENCE
Anchor Windlass
BRUCE Anchors
DANFORTH Anchors
DAVID CARNE
Hydraulic Tensioners

SATURDAY & SUNDAY ONLY

AUGUST 11 & 12 9 AM - 5 PM

The Apelco AF-12
VHF/FM Radiotelephone



APELCO AF12 25 Watt, 12 Channel VHF

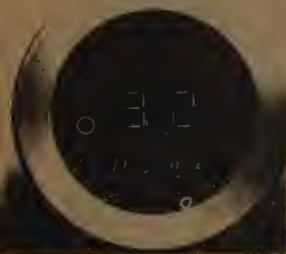
Designed for inland or coastal use. 12 channel capacity. Equipped with channels 6, 16, 22A, 26, 28, 68 and Weather 1. Ideal for most Northern California boat owners.

LIST: \$429. **SALE: \$229.★ SAVE: \$200.**

SILVA UNIVERSAL HAND BEARING COMPASS



LIST: \$69.95
SALE: \$44.95★
SAVE: \$25.00



DATAMARINE S200DII Digital Depth Sounder

This depthsounder precisely states depths between 2 and 199 feet with a bright reading digital display. The instrument is enclosed in a hard anodized aluminum waterproof housing that mounts in a standard 4" bulkhead aperture. The Corinthian S200DII is sold with Datamarine's unique low-drag nylon through-hull transducer.

LIST: \$329. **SALE: \$229.★ SAVE: \$100.**



SPARTON #530 AIR HORN

With compact 12V electric compressor for loud volume and long service.

LIST: \$72.15
SALE: \$49.95★
Save: 30%

TIRED OF HAULING ICE?
GET THE ULTIMATE PORTABLE
REFRIGERATOR.

By **Koolatron**



OPERATES ON 12 VOLT FROM ANY
CIGARETTE LIGHTER OR 110 VOLT
WITH BATTERY CHARGER OR
CONVERTER.

LIST: \$185.

SALE: \$174.95★★



RAY JEFFERSON 511 Depth Flasher

Ray Jeff's the answer to small boat owners who need a compact and reliable depth finder and fish flasher. A valuable fishing aid, the 511 reads depths to 100 ft. and also shows the location of schools of fish, individual fish, and underwater topography for "structure fishing".

LIST: \$139.95 **SALE: \$83.97★ SAVE: 40%**



DICKINSON ARCTIC DIESEL HEATER

Height: 23"
Diameter: 11"
Flue outlet: 5"
Weight: 39 lbs.
Finish: S.S. only

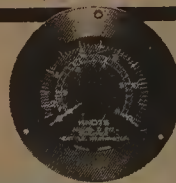
LIST 625.00 **SPECIAL \$325.★** **SAVE \$300.**



SWOFFER 5D-162 Dual Range 6 & 12 Knot Speedometer

With Bronze bezel and thru-hull.

LIST: \$250. **SALE: \$175.★ SAVE: 30%**



KIDDE **EXPLOSAFE**

SAVE 30%

KIDDE — Halon Fire Extinguishers

	LIST	SALE
BCF 2 3/4	\$52.50	\$36.50
BCF 5	73.50	51.50

SAVE 30%

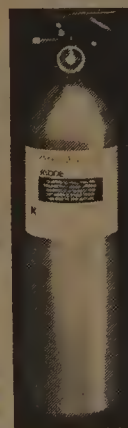
KIDDE — Mariner Fire Extinguishers

	LIST	SALE
10BC	\$15.00	\$10.49
1A10BC	21.00	14.49
2A40BC	35.00	24.49

SAVE 20%

KIDDE — Explosafe gas cans

	LIST	SALE
5 Gal.	\$40.00	\$31.95
2 1/2 Gal.	32.00	25.95
1 Gal.	25.00	19.95



717A ARMORED STORM
KING MKII 7X, 501.F. (383 ft.)
— 52.20 oz. — R.L.E. 84.2. All
weather, waterproof, design-
ed to meet or exceed govern-
ment specifications. Seeability in unfavorable
conditions. 50mm objectives
produce razor sharp images
when life may depend on it.

823R COMMODORE MKII 7X,
50 C.F. — The contemporary
version of the traditional
deck officer's night glass.
7.14mm exit pupil and a high
relative light efficiency of
84.2 give this binocular extra-
ordinary light gathering prop-
erties. The field of view is
372 ft. Its weight is 38.6 oz.
with center focusing down to
15 ft.

789 SKIPPER MKI 7X, 50 C.F.
— (376 ft.) — 38 oz. — R.L.E.
76.4 Razor sharp clarity in a
medium priced naval
binocular or night glass. A
superb image under even the
poorest light conditions. An
unusually high relative light
efficiency of 76.4 Center
focusing to 24 ft.

★★ **SWIFT BINOCULARS**
SAVE 30% +

	LIST	SALE
ARMORED STORM KING #717A	\$365.00	\$249.50
COMMODORE MKII #823R	\$199.50	\$139.50
SKIPPER MKI #789	\$138.00	\$96.50

ESCAPE!

To those secluded hideaways



WITH THE "FOLDING"
PORTA-BOTE



The amazing
10 foot folding
PORTA-BOTE

LIST: \$499.

**SALE:
\$249.★**

SAVE: 50%



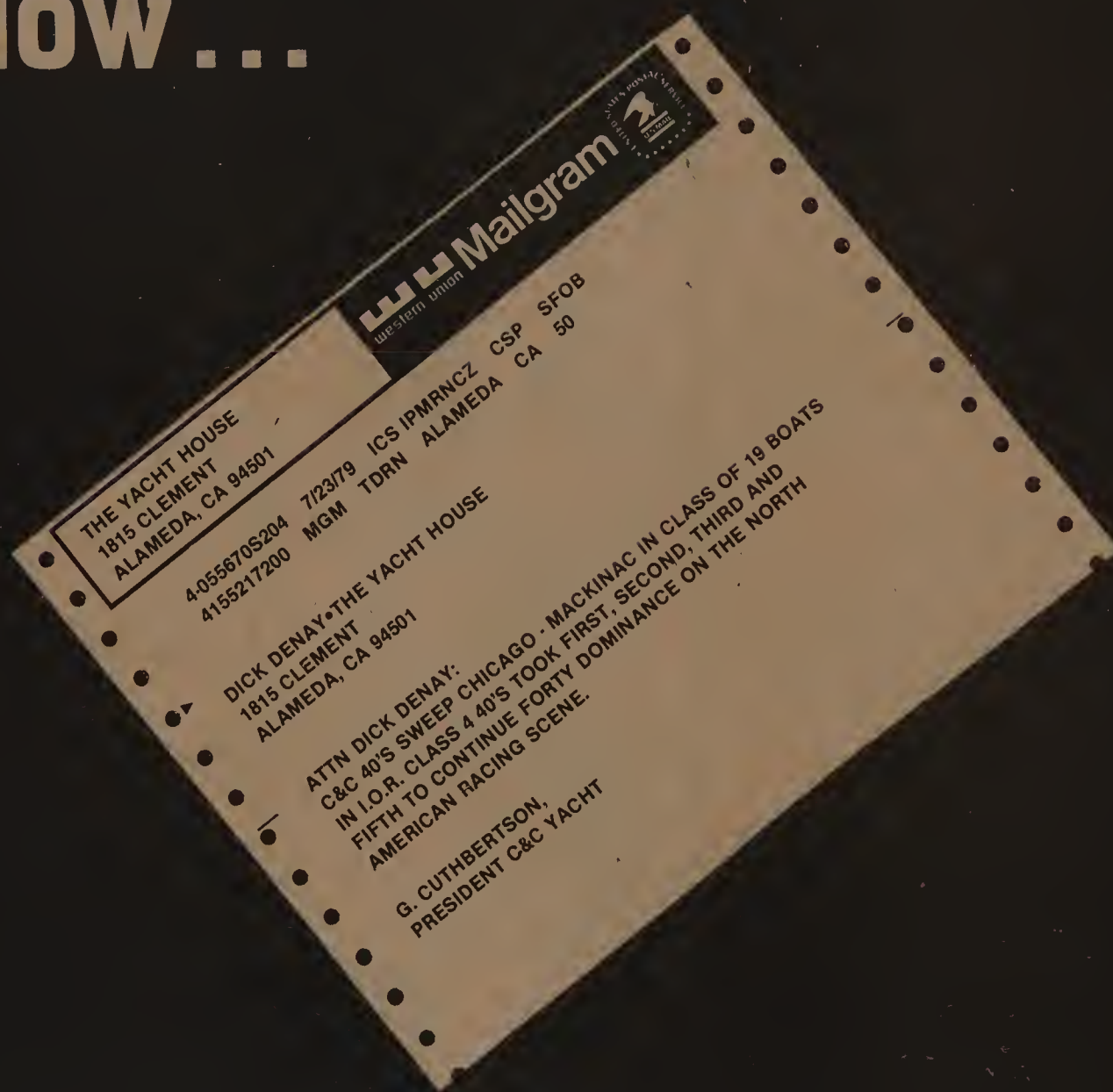
MAGMA MARINE KETTLES

The ultimate in onboard cook-
ing. 100% stainless steel.
Large adjustable grill. Ad-
justable temp control. Quick
release stanchion mount.
Heavy duty tote bag.

LIST: \$114.95 **SALE \$84.95** **SAVE \$30.**
★★

LAST MONTH IT WAS VICTORY AT BLOCK ISLAND RACE WEEK

NOW...



DEALERS FOR:
C&C, Rafiki, J-24,
J-30, Nonsuch 30.

The
Yacht
House

1815 Clement Avenue
Alameda, CA 94501
(415) 521-7200



SHOP TALK

The following exchange of letters took place over the copy that appeared in an ad for The Sailboat Shop in our June 1979 issue (Page 15.) We thought the letters were sort of interesting and were pleased when the parties involved agreed to let us print them.

Steven M. Miller is of Miller, Wilken & Associates, Inc. of Oakland, importers of the Pacific 41.

Jack O'Rourke is of The Sailboat Shop in Alameda, dealers for Seawind and Buccaneer Yachts.

The Sailboat Shop
Alameda, Ca.
Gentlemen:

Our reaction to your most recent ad in Latitude 38? Such shit!

With a major shake-out very much underway within the yachting industry, one would think that responsible dealers could come up with something (. . . anything?) of more value than negative categorizations of their competition.

Even the most basic knowledge of "what's happening" in S.E. Asia would indicate that there are knowledgeable builders producing yachts of the highest quality. Yes, there certainly are second-rate builders in Taiwan . . . and all over the world.

Our *Pacific 41*, now under construction in our own facility in Taiwan, is built under Lloyds supervision and certification. Upon the arrival of our first vessel late this summer, I would be delighted to evolve a comparison, based on any aspect you might wish to choose, between our *Pacific 41* . . . and any boat that Allied constructs, including sailing ability, if you dare.

Accept the challenge, or stop blowing hot air!

Sincerely
Miller, Wilken & Assoc., Inc.
(Signed) Steven M. Miller

Steven M. Miller
Pacific International Marine Sales
Oakland, Ca.

Dear Steve,

Judging from the tone of your June 6th letter we must conclude that we've struck a very sore nerve. Despite such vehemence we will assume sincerity in your comments and respond accordingly.

To be frank, we've heard your story before. "Yes, there are inferior boats being built in Taiwan but ours is going to be different." Sure it is Steve. It is easy to sing praises for a boat that hasn't even been built yet but your comparison of that unbuilt and untried boat to the yachts manufactured by one of the oldest and most reputable builders in this country seems at best foolhardy.

In the first place, we were not speaking of what is yet to



**Around the buoys
or first home to port for
happy hour, you'll know
you're in fast company when
you're at the helm of a
CS 27.**

We commissioned an outstanding design by Camper and Nicholson's and produced a boat that surpasses the mark in comfort, integrity and speed.

Hand lay-up. The finest glass-work in the industry. The most luxurious of teak. Over-built and over-fitted. Double pulpits fore and aft, deisel power, pressure water: all standard items.

Standard too is her stiffness in a breeze, her easy motion, her instant response to the helm.

One look at a CS 27 will confirm the integrity of design and craftsmanship lavished upon her.

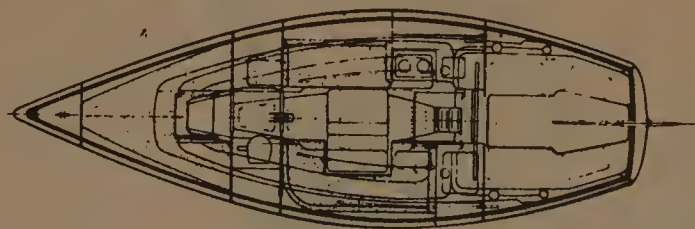
One sail will convince you that design CAN make a difference.

Her price will tell you she's the most boat for the money. And years later, you'll appreciate that the CS 27 has the highest resale of any boat in her range.

For family cruising, fun on the course, or the best of both, join the fast company.

Try on a CS 27 in your near future.

CS YACHTS. FAST COMPANY.



PACIFIC YACHT SALES

625 Embarcadero
Oakland, CA 94606
(415) 485-9600

700 N. Lake Blvd.
P.O. Box 7852
Tahoe City, CA 95730
(916) 583-6060

Mike Lampe Yachts

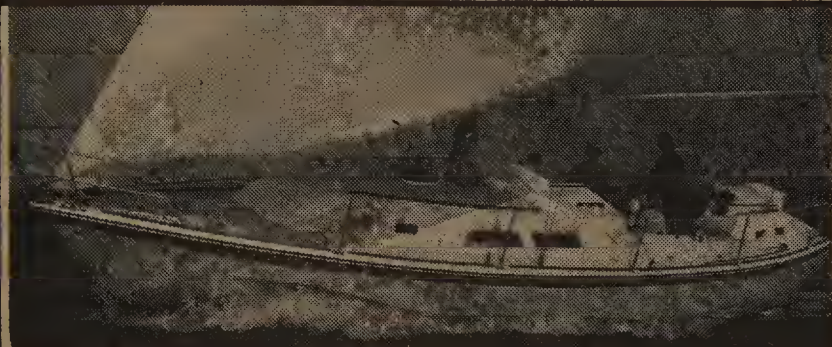
2390 MARINER SQUARE DR.
ALAMEDA, CA 94501
(415) 523-3707 9-5 pm DAILY

Northern California dealers for:

Uniflite
O'day

Fairways marine
TRANSPAC

PETERSON 44 CUTTER



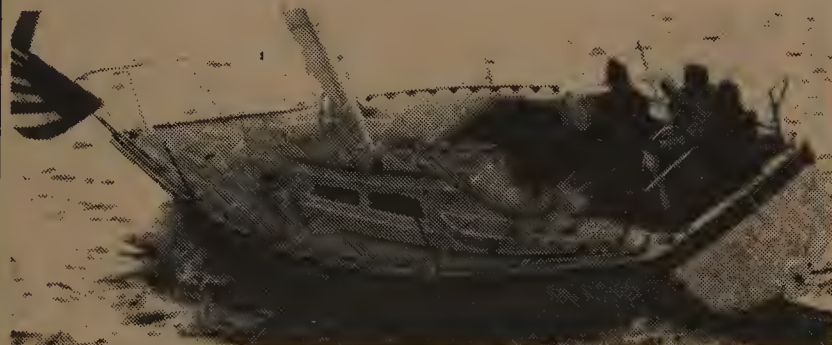
O'DAY 37

NORTHERN CALIFORNIA'S NEWEST AFT-CABIN CENTER COCKPIT SLOOP. LOA-37', LWL-30'4", Displ.-14,000 lbs., Bellest-6,000 lbs. Standard equipment includes: working sails, 5 winches, 30 hp. dsl, 2 heads, wheel steering, press. water and more. All for a base sellaway of \$54,000. Vessel is in the water and available for sea trial. Two still in stock at old base sellaway — \$47,766.



O'DAY 30

PERFORMANCE CRUISING SLOOP — LOA-29'11", LWL-25'5", Beam-10'8", Displ.-10,500. Price includes auxiliary, working sails, 4 winches, lifelines and pulpit. Base sellaway price \$36,000 plus freight and commissioning. Three still available at pre August 1 base price of \$30,912.



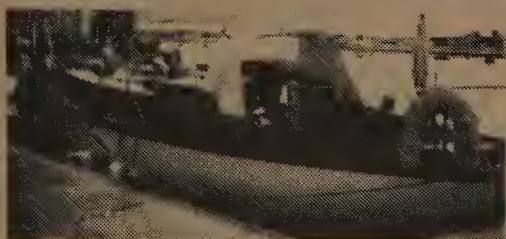
O'DAY 28

Introducing the new O'Day 28. Performance sailing without penalties to comfort. LOA 28'3". Beam 10'3". Very spacious interior. Sellaway price includes Barient winches, main and jib, stove, lifelines and pulpits. Just arrived! From the people who taught America how to sail — an honest sellaway at \$26,000 plus freight and commissioning. One still in stock at old price of \$22,612.



PETERSON 44 CUTTER

Powerful, close-winded cutter. Designed by Doug Peterson. Fine teak interior, all American hardware including Luffel Spars, Hood Sails, Lewmar winches, American standing and running rigging. Over 140 vessels have been delivered in the past 3 years. One in stock and demonstration sails available to qualified buyers. Also one used, fully equipped for ocean cruising.



35' CHOY LEE LION. Sloop rig, new diesel, full instrumentation, new dsl. stove, 2 VHF's - Located in Seattle - soon to arrive in S.F. Bay. Reduced \$45,500

SELECTED BROKERAGE

48' Maple Leaf Cutter, '76.....	\$175,000
44' Islander, '74.....	70,000
41' Sea Tiger Ketch, '74.....	59,500
40' Swedish Motorsailer, '54.....	42,500
35' Cheoy Lee Lion Sloop, '61.....	45,500
35' Ericson, '76.....	44,000
35' Ericson, '70.....	35,000
34' Cal, '76.....	51,000
34' Buccaneer, '78.....	50,000
31' Ericson Cutter, '77.....	53,500
30' Gaff Cutter, '68.....	45,000
30' Buccaneer Sloop.....	28,500
30' S&S Sloop, '74.....	25,000
28'6" Rhodes Sloop, '46.....	20,000
28' Royal Cruiser, '70.....	23,950
28' Cal, '64.....	15,000
27' Balboa Sloop, '77.....	20,900
25' O'Day Fixed Keel, '77.....	12,900
24' Columbia Contender.....	6,000
20' Santana, '77.....	7,500



46' PETERSON CUTTER - Built in 1978, currently located in the Philippine Islands and on its way to S.F. Bay. Includes full complement of sails, generator, air conditioning, VHF, fatho, windless, loaded.
\$130,000 Cash/Offer!



O'DAY 25. PHOTO SISTERSHIP. 2 used O'Day 25's. '76 and '77. '76 with Honda 7.5, anchor, cockpit, cushions and all standard equipment \$12,900. '77 with V.H.F., stereo, fathometer, 150% genoa, Honda 10 hp and all standard equipment \$13,200.

NEW LISTINGS WANTED

Particulars believed to be correct, but are not guaranteed.



FISHER 30. The most popular boat in the Fisher range. Safe, seaworthy and easy to handle. 50% ballast ratio. 6.5 ton displacement. High quality teak finished interior. Usual comprehensive Fisher specification list. Special offer on boat in stock includes knotmeter, log, windpoint and VHF.

LETTERS

come but more reasonably of what has come so far. We're not saying that a good boat cannot be built in Taiwan. Instead we sincerely feel that, thus far, damn few have and a potential yacht buyer owes it to himself to cut through the marketing hype (Lloyds certification et al.) and find out just what he is really getting.

In short, we stand on Allied's *record*, something you cannot do, for your boat has no record. We are not talking about what a great boat Allied is going to build, but instead what great boats they *have been building* for the past twenty years! We ask you, just who is "blowing hot air?"

As to your challenge, we accept! We would relish the opportunity to stand an Allied alongside your Taiwan Wonder, just let us know when the first one gets built. Let's make a comparison as the boat is unloaded, let's follow it through the commissioning process and then let's have another look at it in six months or a year, after the teak has seen some weather, after the hull has done some flexing and after the chain plates have worked a bit.

We want an itemization of everything that has to be done to the boat for the first three years whether or not it is "commissioning," "normal maintenance," "covered under warranty" or whatever other term is used to explain the hassle which the owner is put through. We will do the same to our *Allied Seawind* Hull No. 107 which is already sold to a customer and scheduled for delivery to us from the East Coast around August 1, 1979. We have complete, unreserved confidence in our products being able to withstand such scrutiny.

In closing we must comment on your condemnation of the "negative categorizations of our competition." We have stood by and observed the proliferation of Taiwan built boats and we have watched with disgust as misinformed novices have been sucked into purchasing blatantly inferior boats by the lure of useless teak gingerbread and empty assurances that it is "just as good". We simply felt that it was about time someone stood up and said something about it. Given the opportunity we would not change or retract a single word. We believe in what we say and are backed by statistics or we would not have said it.

Sincerely,
(Signed) Jack O'Rourke
The Sailboat Shop

Mr. Jack O'Rourke
The Sailboat Shop
Alameda, Ca.

Dear Jack,

Thank you for your reply to my letter. For the most part, I appreciated the things you had to say, if not agree with them. As a matter of fact, I recall similar statements made about the *Challenger* line . . . and I don't think they ever had one "sink" either!?

HAYNES SAILS



415-459-2666

A NEW SAIL LOFT

OFFERING ALL SERVICES

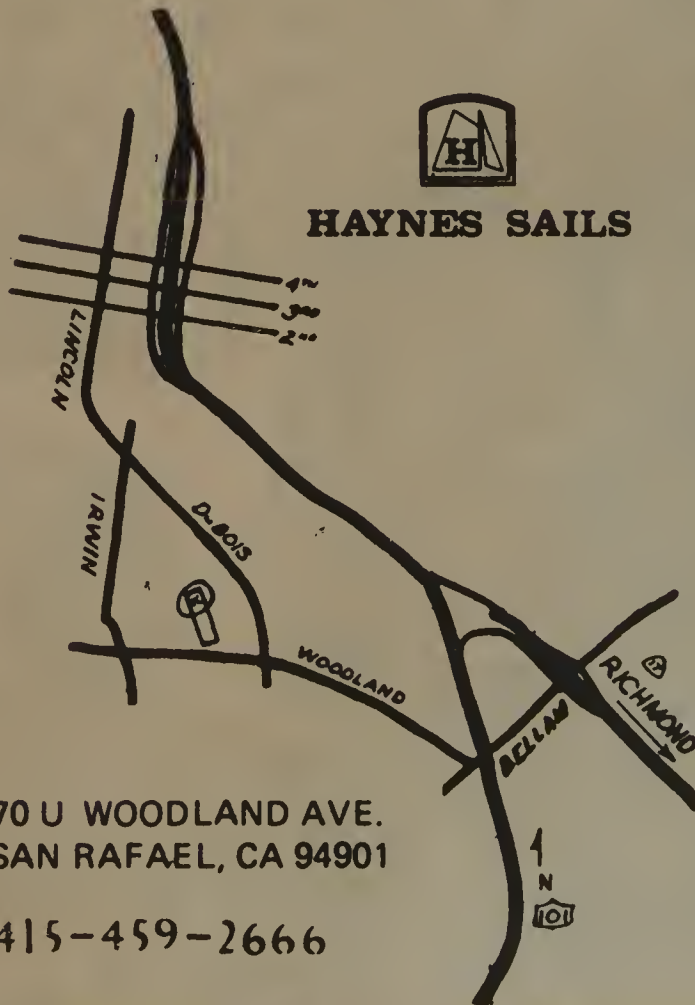
FAST - EXPERT
SAIL REPAIR

CUSTOM RACING
AND CRUISING SAILS

DESIGNED TO FIT YOUR NEEDS

COVERS - RIDING SAILS

REEFS - ALTERATIONS



70 U WOODLAND AVE.
SAN RAFAEL, CA 94901

415-459-2666

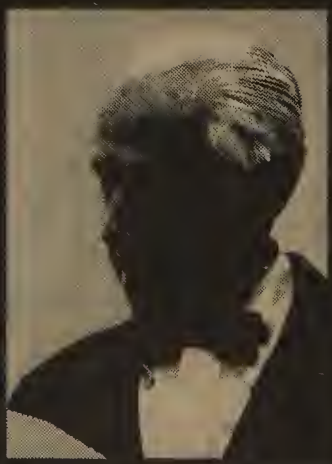
ECLIPSETM



"This is another first from our looms. Eclipse – the sailcloth that blocks out the sun – means longer sail life and more comfortable sail trimming for America's

cruising sailors. We took five years perfecting it because we don't believe in introducing new products until they have been thoroughly proven."

*Professor Stedman Hood,
Senior Research Director*



The Sun is your sail's #1 enemy.

The Sun's ultraviolet rays penetrate sailcloth and break down the individual fibers. Your sails are weakened and their life is significantly shortened. An ordinary sail can lose 50% of its strength in just one summer of continual use.

Hood Eclipse Sailcloth is the Answer.

It took five years to find, test and prove a solution. The Hood research team even went to an outside lab to conduct tropical tests. The result is Hood Eclipse Sailcloth. It has a built in blocking agent that screens out the harmful effect of ultraviolet rays and locks the strength in. It works! So well, in fact, that 85% of the new sail strength is retained after a full season's sailing. After

three years the tensile strength of Eclipse Sailcloth is three times that of ordinary sailcloth. We accomplished this breakthrough without a single trade-off. Hood Eclipse Sailcloth is soft, easy to handle and super durable. It's everything that you've come to expect from Hood and more.

Hood Eclipse Cruising Sails.

We designed Hood Eclipse Sailcloth especially for the cruising yachtsman. These new sails have a distinctive Egyptian cream color. It identifies them as Eclipse Sailcloth and cuts glare, reducing eye strain. Available for yachts of all sizes, you'll find all the features which make Hood sails the finest in the world. Duro-seam construction, the patented Hood rings, rein-

forced batten pockets and custom handcrafted quality. Sure they cost a little more. About 15%. But they're worth it. Hood Eclipse Cruising Sails are the best under the sun.

Send me the facts on Hood Eclipse Cruising Sails

My Yacht is a _____

Length _____

I __, J __, P __, E __

Name _____

Address _____

City _____ State _____

Zip _____ Phone _____

☐ Home ☐ Business



Hood Sailmakers, Inc.
861 West 18th St.
Costa Mesa, CA 92627
Tel: (714) 548-3464

SAN FRANCISCO OFFICE

Paul Kaplan

(415) 567-3695

LETTERS

Based on the sailing yachts *The Sailboat Shop* has carried and is carrying, I could safely say that we have a different, basic philosophy about what a sailboat should "be" and I suspect that we would agree on some major points as well.

Importantly, we have a deal! Two of our boats are scheduled to be sailed in the Singlehanded TransPac next summer and I'm informed that an additional vessel is "wait-listed" for OSTAR. If your Seawind Hull No. 107 ever gets out of the Bay, or beyond limited coastal waters, we'll have 'em both surveyed . . . carefully checked. Seven *Pacific 41's* have been sold in the Bay Area alone, so there will be plenty of vessels for comparison. Also, as I mentioned, sailing *capability* must be one of the components compared.

If we're really straight-forward about this, the process can only benefit us both. Again, I enjoyed your response!

Very truly yours,
(signed) Steven M. Miller
Miller, Wilken & Associates, Inc.

Latitude 38,

I have read and enjoyed *Latitude 38* since the first issue, and I have even defended you against the charges of sexism. I have no objection to a picture of a naked woman if, for example, it illustrates an article and is not pure decoration.

But your recent "Boobs in Antigua" article was purely and disgustingly sexist, insulting to women in general and women sailors in particular and in totally bad taste.

Shape up, you turkeys!

Pamela Ross
San Francisco

Pamela — Yours was one of three negative letters in regard to our article on Antigua. One wrote that we had "sunk below filth," and other that we were "the Hustler of the boating industry." Frankly, we don't think either one of them is right.

Here was our thinking behind that article. Lots of sailors are curious about Antigua, perhaps because of the racy activities that are slyly alluded to by the national magazines. So, when Louis Kruk, on Kialoa, sent us the story and the photographs, we thought we'd print it and demythologize the whole thing.

While Antigua is best known to sailors for its buffoonery, we thought it would not only be sleazy but unfair to our readers to focus solely on that overblown aspect of Race Week. This is why the editorial copy in that article began with a history of the race week, what boats were there, the climate and the fauna of Antigua, the history of the island, and explanation of the WIYA handicap rule, the winners, and the general accommodations on the island. We thought the editorial copy was interesting and informative, and how anyone could object to that is beyond us.

The photographs may be another matter. We thought it



boat warehouse

WALNUT CREEK

dealers for:

**CATALINA, ALPHA ONE
CAPRI, TASAR, LASER, BANSHEE
MONTGOMERY, ALCORT
NEPTUNE, and now TOPPERS!**

CHANDLERY: Atlantis, Harken, Nicro-Fico, Schaeffer, life vests, boat dollies, Z-Spar paints, Aigle dinghy boots (limited sizes in stock) and other quality gear.

— Brokerage — Custom Rigging — Trailers —

Good supply of excellent USED BOATS

* MOST ANYTHING TO DO WITH SAILING *

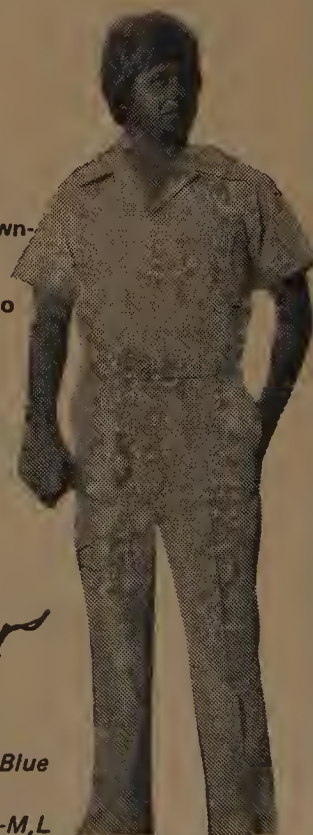
1531 Third Avenue

935-6844

Pin Cord Jump Suit

for
sea
worthy
apparel
see
us!

A light, cool blend of 76% KODEL polyester and 24% combed cotton. Features include bi-swing back, sewn-in creases, short sleeves, bellows chest pockets, two hip pockets hook/pile closures, adjustable belt, and two-way front zipper.



Color—Blue

Sizes:
Short—M, L
Regular—S,
M, L, XL
Tall—M, L

\$34⁹⁵

199 SECOND STREET • SAN FRANCISCO • PHONE 986-2090
FREE PARKING AT S W CORNER AT 2ND AND HOWARD

WHAT! ANOTHER BUCCANEER??

(You ain't seen nothin' yet!)

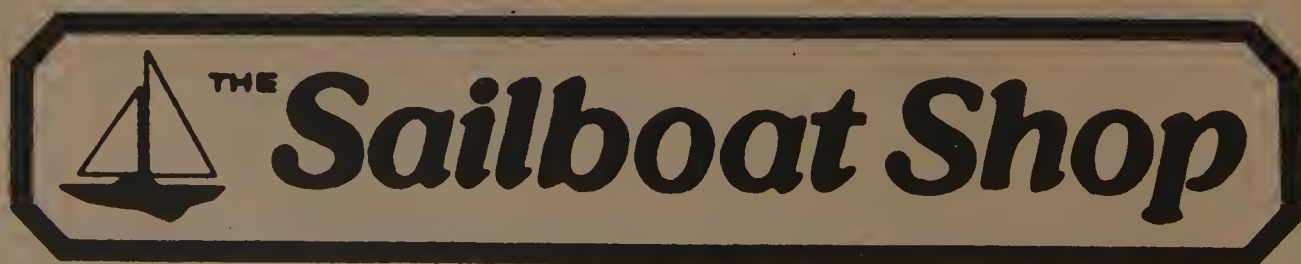


25' — FIXED KEEL
INBOARD POWER (VOLVO)
MAIN SAIL WITH JIFFY REEFING
WORKING JIB.

ENCLOSED HEAD, PULPITS & LIFELINES,
SHEET, WINCHES, TEAK & HOLLY FLOOR,
ANCHOR & SAFETY GEAR, FREIGHT,
BOTTOM PAINT, COMMISSIONING.

\$14,800 plus tax \$1,577 \$180.73/month

on approval of credit with \$1,577.00 down, payments are \$180.73 for 168 months at 12.67%. APR total deferred payment \$31,939.64. Cash price with tax \$15,767.00



2639 Blanding Ave., Alameda, CA (415) 521-5900

LETTERS

was all stuff that people had seen in the Chronicle or Time. In retrospect, we've concluded that we overdid it. But the story and the photos were an honest chronicle of what happens in Antigua. It wasn't staged, that's the way it is. So you see, the photographs did illustrate the article and were not for decoration. As for "Boobs in Antigua," that's the way they behave, women and men alike.

But all things considered, Pamela, you're right, we were turkeys and we could have handled the story much better than we did. Your criticism is appreciated.

Dear Latitude 38,

Renewal of subscriptions is usually an irksome task requiring some deep analysis of one's interests and desires for the year to come. Well, hurray, not so for *Latitude 38*. I find myself looking forward each year to thanking you for a good job. Your style is light and congenial and your subject matter broad enough to hold the interest of many readers around the office here. Despite the fact that we are all sailing around the Chesapeake Bay, which by the way, offers some very exciting sailing, your magazine gets a thorough review.

So, Bravo Zulu for your efforts.

Arthur L. Richardson
U.S. Naval Academy

Latitude 38,

I enjoy many of your racing and cruising articles pertaining to people, boats and events in Northern California. Continue the good work. However, I think your publication can be of even more service to the recreational yachting by publishing articles on the "how to" aspect of racing, cruising and safety in the Bay and offshore.

Conrad J. Jarvis
Sunnyvale

Conrad — We'd be happy to run "how to" articles if they were sent to us. Our personal problem is that we don't feel we are knowledgeable enough in any aspect of sailing to advise others on how they ought to do things.

For a while, we had a project where we were going to have one of the hot I.O.R. navigators explain how to get in and out the Gate during different tides — feeling this would be of interest both to cruising people and racers. Somehow, it never got done. But take heart, we've got an eternity to get around to it. Thanks for the suggestion.

Latitude 38,

Thanks to Andrew Urbanczyk and to you for his article in your June issue!

Franklin T. Potter
San Francisco

Franklin Potter gives instruction on navigation.

City Yachts

SELECTED LISTINGS

25' "MAGIC BUS" 1978 Bay Champ, 20 Bags of Sails, Loads of Gear, A Real Steal for \$14,900.

28' Hawkfarm, 1 yr. old, Better than new, 8 Dewitt Sails, Complete Electronics, THE IDEAL RACER/CRUISER \$28,900.

30' Scampi, Swedish built, Diesel, Incredibly well equipped with sails and electronics, S.F. Berth included. \$29,500

37' Tartan Yawl. Diesel, teak interior, 10 Sails, has been cruised by two people and is rigged for this and is ready to sail away. A rare find \$53,500.

20' Santana	\$ 7,950	26' Balboa	12,400
21' Yngling	1,500	27' Cal	15,000
21' Victory	3,500	27' Santa Cruz	20,950
22' Santana	6,050	28' Cal	15,000
23' Kels Coaster	7,700	28' Wylie	25,000
23' Blue Nose	4,500	29' Wylie HAWKEYE	25,500
23' Bear Cub	3,000	30' Scampi	29,500
23' Bear	6,495	30' Cal 3/30	41,800
24' Wylie	9,500	30' Ericson	25,900
24' North Star 727	18,000	30' Knarr	13,200
24' North Star 727	16,500	30' Dragon	6,000
24' North Star 727	18,300	30' Pacific	12,500
24' San Juan	17,500	30' Mull 1/4	15,900
24' Cal T/4	11,900	30' Islander	17,000
24' Challenger	7,900	32' Ericson	(1/8th) 3,500
24' Islander Bahama	6,900	32' Westsail	59,000
24' Windward	7,500	32' Mariner	39,500
25' Cal	8,500	5.5 Meter	7,250
25' Peterson Custom	19,900	33' Islander	25,000
25' Coronado	8,200	35' Ericson	52,000
25' 1/4 Ton	10,750	35' Alberg	39,500
25' Santana 525	16,500	36' Lapworth	30,500
25' Bahama	12,500	36' Columbia	40,700
25' Jr. Clipper	7,850	37' Schooner	29,900
25' Golden Gate	5,000	37' Tartan	(Yawl) 53,500
26' Westerly	17,950	38' Farlonne	38,050
25' Magic Bus 1/4 Ton	14,900	40' Cal	46,000
26' Columbia	11,300	40' Herrshoff	43,000
26' Ranger	13,500	45' Steel Yawl	110,000
26' Frisco Flyer	19,000	60' Yawl	40,000

Foot of Laguna Street

San Francisco California 94123

Phone: (415) 567-3695

THE SANTANA 525

THE OPTIMUM SMALL BOAT designed as a high performance racer, light with low wetted surface. The 525 surfs easily and can plane on a reach or a run. Her interior accommodations put her in a class ahead of all other performance boats. She handles beautifully and appeals to the family sailor as well as the flat out racer.

THE SANTANA 525 HAS A QUALIFIED ONE-DESIGN CLASS IN ODCA-YRA and is also extremely competitive under all rating systems MORA & PHRF.

IF YOU HAVE BEEN LOOKING FOR 'NO HASSLE FUN SAILING' — GOOD ONE-DESIGN CONSTRUCTION, WITH IMPECCABLE DETAIL WORK — then it's time you took a look at the SANTANA 525, a performance yacht with some creature comfort —

THE ONE-DESIGN RACER THAT CAN WIN IN ANY FLEET

LOA 24'7"
LWL 18'6"
BEAM 9'6"
DRAFT 4'6"

Displacement 2,400 lbs.
Lead Ballast 950 lbs.
Sail Area 100% 234 ☒
Class Sails, main, 110%, 150% & spinn.

THE W. D. SCHOCK CORP. HAS JUST PUT TOGETHER A SANTANA 525 ONE-DESIGN FLEET PACKAGE PROGRAM, with 6 Dealers — THIS REPRESENTS 30 IDENTICALLY RIGGED BOATS & ALLOWS THEM TO PASS ON A TREMENDOUS SAVINGS TO THE RACING SAILOR. THIS OEM FLEET SAVINGS IS \$2,277.00

SANTANA 525 ONE-DESIGN FLEET PACKAGE

- Santana 525, std boat
- Anodized spars
- Internal halyards
- Air foil spreaders
- Cabin & nav. lights system
- Interior cushions
- CHOICE OF THREE CUSTOM HULL GRAPHICS

- (2) LEWMAR #16A PRIMARY WINCHES
- (2) LEWMAR #8A HALYARD WINCHES
- GENOA GEAR COMPLETE
- SPINNAKER GEAR COMPLETE
- BOOM VANG
- JIFFY REEFING SYSTEM
- BACKSTAY ADJUSTOR
- HEAD FOIL II LUFFSYSTEM
- CUNNINGHAM
- INTERNAL OUTHaul SYSTEM

- BOW PULPIT
- LIFE LINES
- STERNRAILS
- TEAK HANDRAILS on CABIN TOP
- SIGNET SPEEDO O-ZOK
- LIGHTED BULKHEAD COMPASS
- WINDEX
- TILLER EXTENSION
- SAFETY PACKAGE
- ANCHOR & MOORING PACKAGE

* YOUR CHOICE OF SAILMAKER:

\$13,700.00

MAINSAIL w/2 REEFS, SHELF FLATTNER, FSTSTRIP, 110% w/TELLTALE & FST STRIPE, 150% w/TRI-RADIAL SPINNAKER, MAINSAIL COVER.

for information call
(415) 521-7030

MARINER SQ YACHTS
2415 MARINER SQ DRIVE
ALAMEDA, CA 94501

— YOUR ONE-DESIGN DEALER

Santana 20 — Santana 22
Santana 525 — Santana 35
Newport 30 II

LETTERS

Latitude 38,

Regarding the subject of construction quality in U.S. versus Taiwan built boats.

We have been the owners of a Tayana 37 (formerly sold as the CT-37) for about 8 months. We normally sail in the San Francisco Bay and offshore. Like most Bay sailors, we don't stay in the marina because of gale warnings. So far, we have concluded from our experiences that the hull, deck and rig as designed by Robert H. Parry and built by the Taiwan yard is sound. The weak areas have been the result of careless dealer preparations ("commissioning") which cost us a substantial amount. Specifically:

1. Although the dealer knew of a problem in the way the main sheet was rigged, he waited until ours failed at sea before telling us about similar failures on sister ships. The broken boom that resulted was replaced by the U.S. distributor but the cost of rerigging was denied by the dealer.
2. The steering cable was incorrectly installed resulting in a failure sea.
3. The emergency tiller which was provided did not fit the boat because the U.S. distributor had changed the type of wheel/binacle combination.
4. The drive train failed because of poor alignment and failure to secure the motor mount pads and engine support bolts. (The original engine had been changed here in the USA because of an option to a larger size.) Also neglected during this change were the necessary alterations to the electrical system, which resulted in a dead battery, damaged alternator. (Repair by the dealer.)
5. The mast which was stepped and rigged here in the USA had several cotter keys missing from heavy load points. To this day, there is still a short in the internal wiring to the spreader lights.
6. The bottom paint has fallen off the hull in several spots, allowing growth to invade the hull already, which will result in an earlier than anticipated haul-out.

As owners of a Taiwan built boat, we are subjected to many comments and questions directed toward the quality of construction. Rarely is consideration given to the reliability of the distributor and dealer selling, commissioning, and providing follow-up services for an investment of this size.

Ed and Terri Perry
Alameda

Ed and Terri — You've raised an excellent point and illustrated it well. Boat-buyers would do well to keep this in mind when purchasing a new boat, particularly an imported one where the dealer and/or distributor is your last resort.

Latitude 38,

A short note to let you know that Barbara and I are finally back in Vancouver after completing the round trip to Hawaii via San Francisco, or, to be more accurate, we both sailed

**JUST BECAUSE WE
SPECIALIZE IN CRUISING
SAILS, DOESN'T MEAN
THEY'RE SLOW**



Bear Foote
Bear Boat #60
First Place — One Design
1979 Metropolitan Midwinters
Owner — Mary Jo Foote

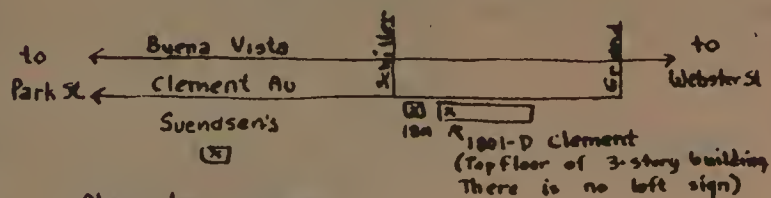
ALSO

Turnpoint 32' Sloop
First to Finish
First in BII
Master Mariners 1979
Owner — Robert Sansom

Call On Us.

HOGIN
 **SAILS**

**1801-D Clement St.
Alameda, Ca. 94501
(415) 523-4388**



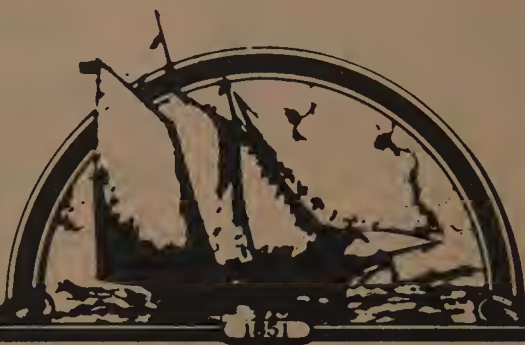
Monday-Friday 9 a.m.-5 p.m.

Saturday 10 a.m.-2 p.m.

2415 Mariner Square
Alameda, CA 94501

(415) 523-8500

Open 7 days a week



JOHN BEERY YACHTS

VALIANT — ESPRIT 37 — LA FITTE 44 — RANGER
MORGAN — FAST PASSAGE — FLYING DUTCHMAN
BABA 30 — SANTA CRUZ 27 — CAL — HOBIE — LASER



FLYING DUTCHMAN 35'

The Flying Dutchman 35 is a graceful, traditional cruising yacht with luxurious accommodations and an underbody that combines modern technology with traditional forms. The Flying Dutchman is 34'10½" long, not including her bowsprit. Her beam is 11'2" and she displaces 19,000 pounds. These dimensions give her ample volume for an expansive and comfortable interior with plenty of room for storage and equipment.

BROKERAGE LISTINGS	
52' Chinese Junk	89,500
50' Columbia	71,000
46' 2-46	120,000
45' Little Harbor Yawl	110,000
41' Cheoy Lee Ketch	89,000
41' Custom Cutter	125,000
38' Yankee 1 Ton	57,000
37' Ranger	55,000
35' Ericson	39,900
33' Ranger	38,200
33' Ranger	38,950
33' Ranger	44,500
33' Peterson Sloop	44,500
30' Knarr	12,500
30' Cal 2-30	22,250
28' Tai Pan	28,500
28' Morgan	20,500
27' Ericson	22,950
27' Ericson	22,900
26' Ranger	15,500

Come See Us In
San Francisco
In The Water Boat Show,
September
7th Thru 16th.



BABA 30'

Flying Dutchman's Baba 30 is rapidly becoming "the" classic 30 foot cruising yacht, the standard by which all other boats of her type are judged. The Baba is a skillful blend of the elements that make a boat a good cruiser and a good investment. At 30', the Baba is large enough to make most any passage you may envision, yet small enough to poke into almost any anchorage. She is roomy and comfortable, so you can enjoy yourself even while the rain pours down on deck.

THE JOHN BEERY SAILING SCHOOL OFFERS

excellent sailing instruction. We teach lessons on our boats or on privately owned boats.

Please contact us for further information.

2415 Mariner Square Dr., Alameda, CA 94501 (415) 522-5603

Open 7 days a week.

BOAT SHOW



San Francisco Bay In-the-Water Boat Show Power and Sail September 7-16

-  The largest In-the-Water Boat Show in Northern California.
-  Hundreds of Sail and Power boats on display.
-  Latest models from leading manufacturers world-wide.

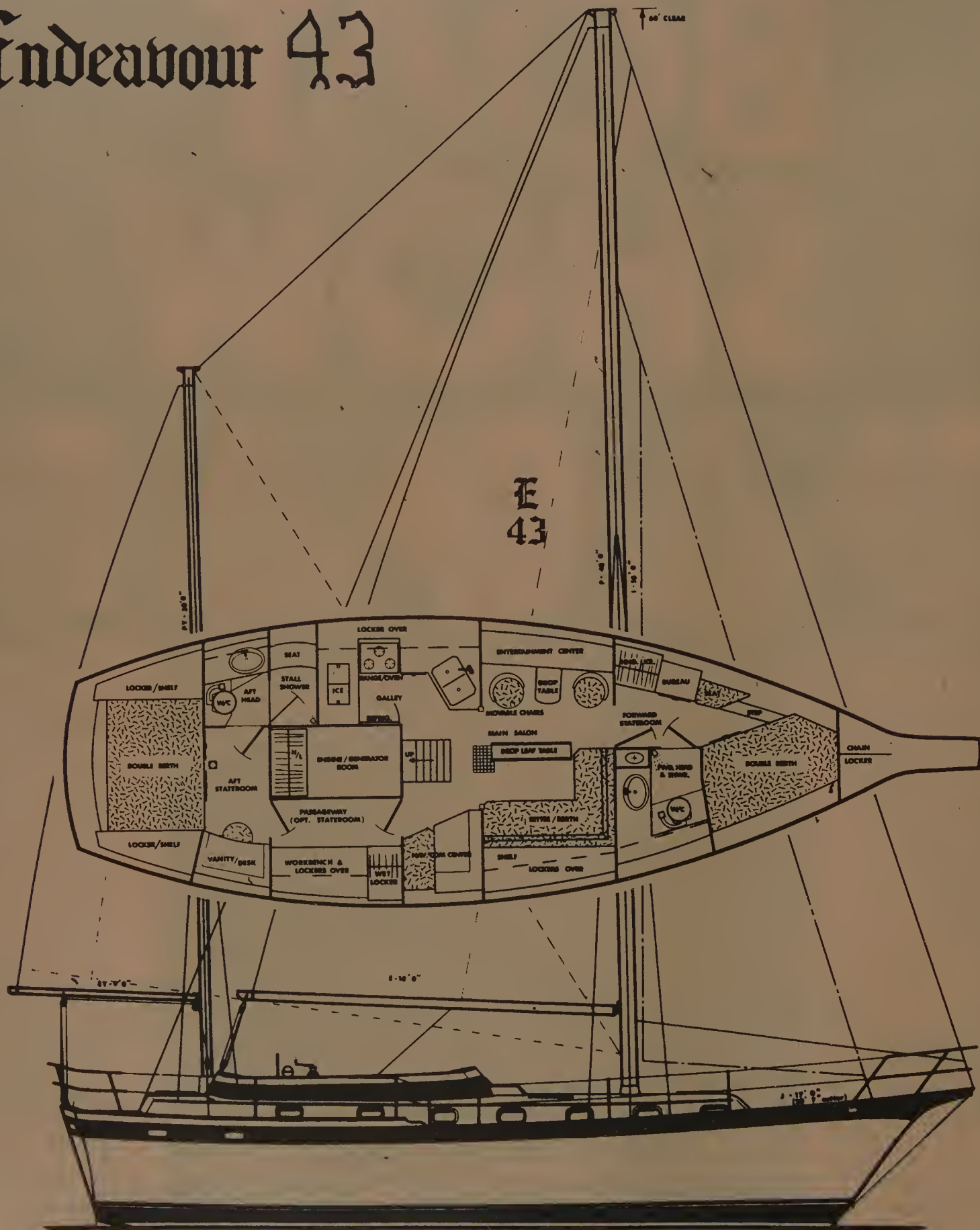
Location: Mariner Square, Alameda, California
Hours: Weekdays 11:30-6, Weekends 10-6
Admission: Adults \$4.00, Ages 6-16, \$2.00,
Under 5 Free
Parking: Free
Show Office: (415) 523-0940



**Admit One
\$1.00 Discount**

**with this Ad
every day**

Indeavour 43



**NEVER BEFORE HAS A YACHT OF MANAGEABLE PROPORTIONS
OFFERED SO MUCH PRIVACY, LUXURY AND PERFORMANCE.**

Sailboats Inc.

Embarcadero Cove, Oakland, CA (415) 261-SAIL

LETTERS

down in the spring and I single-handed back, so that Barb could get some lead time establishing a 'base' for us here. The only thing I found odd in that was that Barb presented me with the new biography of "Bligh" by Covin Kennedy, before leaving, but then I am probably being overly sensitive.

We have now logged 7,000 miles of blue water in *Little Friend*, our Nordica 20, which we believe is the smallest yacht to have made the trip to the Islands (LWL 16'6"). In any event, we are both very proud of her and are firm believers in well-designed small boats for passage making — living aboard is another question!

We really enjoy getting 38 and hope you can keep it coming. Please let us know when our sub. needs a boost.

All the best to you,
Barb and Bruce Read
Vancouver, B.C.

Some of our readers may remember the article we did on the Reads and their voyage from Vancouver to San Francisco. We know we'll never forget Bruce, for it was he who was being held aloft at the top of the mast when the halyard holding him exploded in our hands. Bruce, with quick hands, grabbed the mast and slid down.

Latitude 38,

Your article on the Quarter-Ton NA's contained one error.

The MiniTon Class is the smallest level rating racing class (IOR 16.5) rather than the quarter-ton (18.5).

Although not as active in the U.S. as in Europe, boats such as the Wilderness 21, Ranger 22 and (on the East Coast,) the Kiwi and Mystic Minitonniers can rate at 16.5 for USYR MiniTon events.

The MiniTonners generally run about 22-23 ft. LOA, 1850-2050 lbs. and have a maximum beam of 8'2". They are designed to be trailerable behind a smaller auto and appeal to the younger designer and sailor who may have a family but still wishes some dinghy-like characteristics in handling, along with a "camping on water" experience. Typically, these boats have 4 berths and other usual facilities for cruising.

Although not true offshore yachts, minitonniers have raced in 75 mile offshore events (under class 4 safety/racing requirements) in world and national competitions.

In Europe, these boats take on the characteristics of miniature yachts and have raced at Kiel, between Southsea (England) and Cherbourg; but when not racing, they carry the young family on weekend sailing jaunts.

Frank R. Siroky
Santa Rosa

Frank — Thanks for setting the record straight. Sometimes the sailing world gets pretty confusing, so we have to rely on you and other knowledgeable readers to correct us. Thank you.

JOHNSON & JOSEPH

SAILMAKERS

DONALD GORING, Manager

Offshore specialist

Custom racing and cruising sails
Covers manufactured and repaired

Sail alteration, repair, washing

Winedark sailcloth

Heavy weather instruction

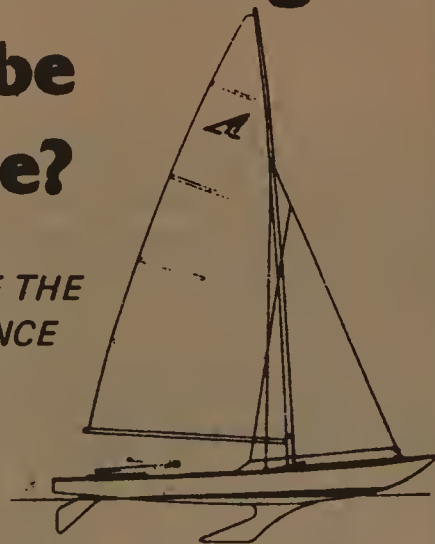
Sail surveying

(415) 832-5420

1155 EMBARCADERO
OAKLAND, CALIFORNIA 94606

Must yacht racing on S.F. Bay be expensive?

NOT IF YOU RACE THE
HIGH PERFORMANCE
ONE DESIGN
FLYING FIFTEEN



SPECIFICATIONS

LOA 20'
LWL 15'
BEAM 5'
DRAFT 2'6"
DISP. 700 lb.

SAIL AREA:
MAIN: 100 sq. ft.
JIB: 50 sq. ft.
SPINN: 150 sq. ft.

Come and join us on a Flying Fifteen and find out
what a 'screaming reach' is all about.

The Sail Boat Works

1813 Clement — Alameda, CA 94501 — (415) 521-1580



Yacht and Ship Brokers

332-2940

1000 Bridgeway

**MULTIPLE
LISTING
BROKER**

Sausalito, California

INVESTMENTS IN YACHTING



32' WESTSAIL. We have a large selection of used boats. Many are well equipped. Prices starting from **\$55,500**



33' ALLIED LUDDERS. Sister ship to Dove. Well equipped and in perfect condition. Recent survey. **\$41,500**



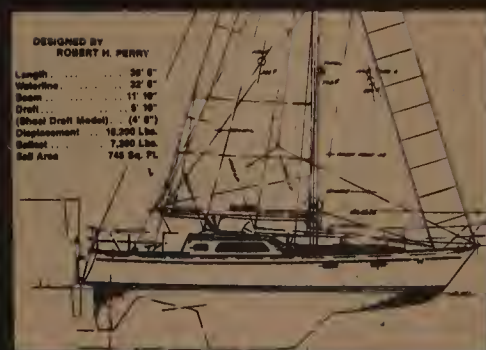
42' MERMAID "NEW" CRUISING KETCH. Built of fiberglass and teak. New performance design. **\$75,000**

SAIL

21 Custom Sloop.....	\$ 7,500
23' Maya Sloop.....	4,900
25' Van Dam Sloop.....	8,500
25' Fleur Bleue.....	7,950
25' Yahama Sloop.....	22,950
26' Ranger.....	13,000
28' Triton.....	(2 from) 19,500
28' Westsail.....	46,900
30' Knarr.....	6,000
30' Friendship Sloop.....	35,000
30' Atkin Schooner.....	25,000
32' Hanna Gaff Ketch....	40,000
32' Westsail.....	(2 from) 55,500
33' Fjord.....	59,000
33' Cheoy Lee Clipper....	48,000
33' Allied Ludders.....	39,500
34' CT.....	48,000
34' Block Island.....	29,500
34' Nichols.....	34,900
35' Ericson.....	52,000
35' Stone Sloop.....	24,000
36' Angleman.....	53,500
36' Islander.....	(2 from) 50,000
37' Garden Ketch.....	52,000
40' Challenger.....	76,000
40' Cheoy Lee Offshore..	69,500
40' Rhodes.....	48,500
41' Swan.....	145,000
41' CT.....	68,500
41' Fin Keeler.....	65,000
42' CT.....	75,000
43' Westsail.....	159,500
45' Coronado.....	79,000
46' Gaff Ketch.....	70,000
47' Cheoy Lee.....	OFFERS
54' CT.....	175,000
59' Stone Bayracer.....	36,000
60' Herreshoff.....	220,000



43' WESTSAIL CUTTER. Every distance cruising option. Wind vane Reefer — you name it — for the serious cruiser.



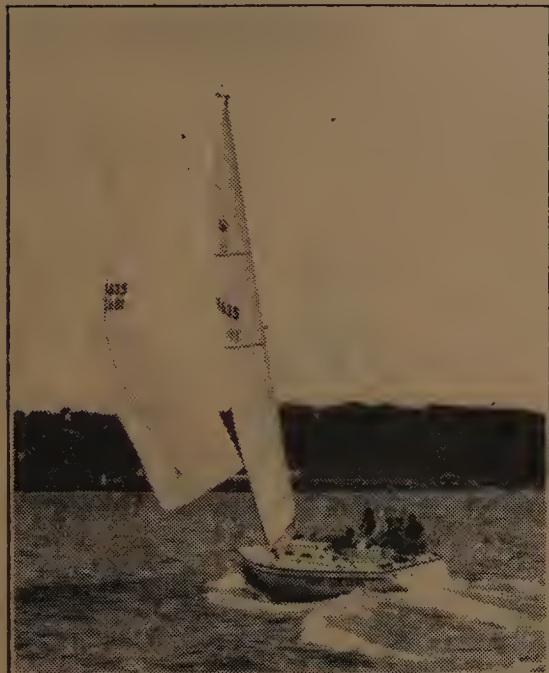
NEW... Perry Design & Westsail quality. Stiff, weatherly performance along with great cruising layout. Orders now being accepted.



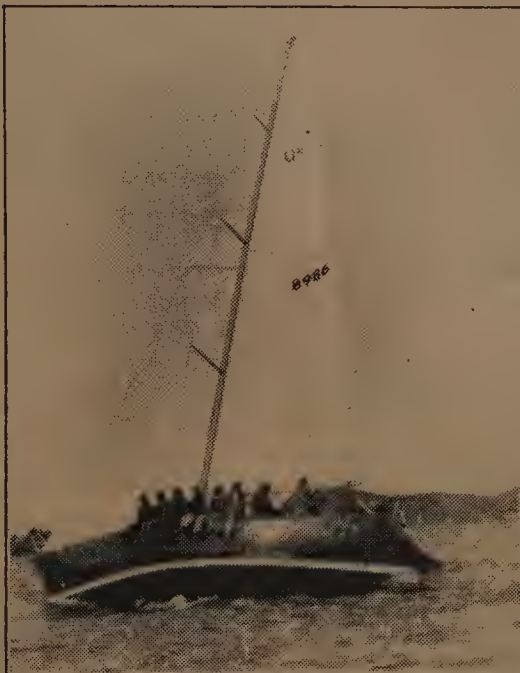
33 CHEOY LEE CLIPPER. Loaded with teak and extra gear. Full boat cover. **\$48,000**

Particulars are believed to be correct but are not guaranteed. Subject to price change, prior sale or withdrawal without notice.

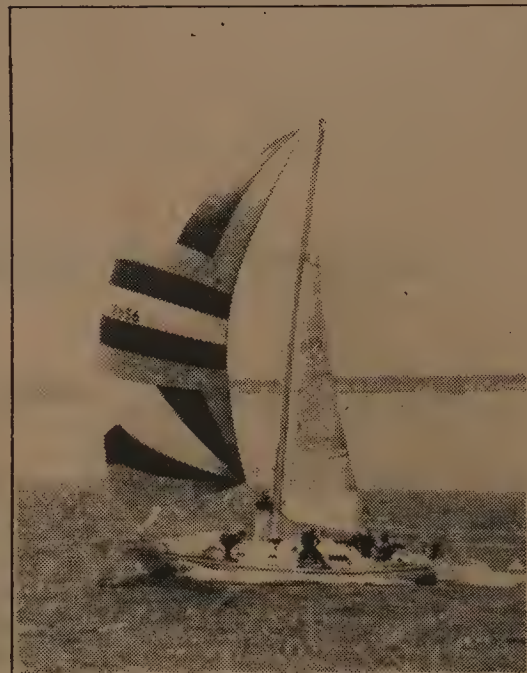
HEARD THE LATEST?



FRONT PAGE NEWS
Santana 35



WINGS
Serendipity 43



AIRBORNE
Peterson 34

Have you heard that **dewitt sails** outfitted FRONT PAGE NEWS, class winner in this year's Danforth series?

Have you heard that **dewitt sails** built the inventory for Doug Peterson's latest IOR design, WINGS, one of the most exciting new Transpac boats on the line?

Do you know who is making championship sails in almost every class, including Peterson 34-s, J-24's, Islanders, Santanas, etc.?



YOU GOT IT. . . . dewitt sails

NOW OPEN 6 DAYS A WEEK FOR YOUR CONVENIENCE (LIMITED SERVICE AVAILABLE SATURDAY 9-4)

1230 BRICKYARD COVE RD.
PT. RICHMOND, CA 94801

DROP BY OR CALL

234-4334 OR 234-8192

Brace Yourselves "Bay Salts"

for the reality that there might be some people in the southern latitudes with a solution to your problems. We recently played hosts to a number of Trans-pac racing boats for a few weeks prior to the race. Among the Bay area racers at our docks were *Brown Sugar*, *Wings*, *Tinsley Light*, *Bravura*, and *Sweet Okole*. Conversatons with the owners and crews of these vessels have led us to believe that what you people need are boats that go like hell in heavy air.

We, too, have a problem. It seems we have a bunch of boats that go like hell in heavy air, and no heavy air to move them with. Therefore we would like to offer for your consideration the following fine yachts which are currently moored here at our docks in Marina Del Rey, where it blows 8 knots all the time. They deserve better.

SCHOONER REVENGE

In a world filled with Bricklin replicas and commemorative athletic supporters, minted and numbered for authenticity by the Franklin Mint, it is still possible to acquire a genuine work of art that not only pleases the eye, but assaults virtually all your senses. Boat building is truly an art form, and very few people have approached the nautical canvas with as much intensity and success as did John Alden. We are pleased to present for your inspection one of his finest works.

Well kept, mature ladies are one of life's most pleasantly acquired tastes, and we are not aware of any lady that has been kept in finer style than this lovely vessel. *Revenge* is a 45' Staysail Schooner built in Maine in 1926, and we can state without qualification that she is the most perfect yacht we have encountered in many years of dealing in fine vessels. In the last couple of years she has been rewooded, refastened, graced with new spars, new rigging, new Diesel etc. . . etc. She loves the wind and has been a very successful competitor in various schooner regattas. Duels have been fought over much lesser ladies . . .



INCA

Mention this name to any New Zealander, and you will immediately notice an expression of great reverence cross his face. The boat became something of a legend "down under," and did so by accumulating enough Silver to make waves in the commodities market. As New Zealanders premier Admiral's Cup boat she amassed a race record that includes 55 firsts, 21 seconds, and 13 third place finishes. She was built in 1973, but is no "has been" by any means, she was first in Class B in last year's around the State race in Hawaii, and in a recent race here, when we were fortunate enough to have some wind, she finished second overall and corrected out on the 83' Maxi Boat, *Christine*, our resident "bully."

If all that were not enough, she happens to be one of the prettiest boats we have laid eyes on in sometime. A flawless 45' Aluminum Hull, designed by S&S, painted a deep Burgundy; teak decks, African Mahogany Interior and First Class Hardware throughout.

Mariner's

13605 Fiji Way



Marina

Marina del Rey

(213) 823-6669

LOOSE LIPS

"This is the United States Coast Guard," the voice bellowed over the loudhailer, "come up on deck and identify yourselves." Uggggggghhhhhhhh . . . what is going on, what is the Coast Guard doing in our bedroom at 4 in the morning? Turns out they weren't in our bedroom, it just seemed like it. They were off Sausalito rousting some folks on a large motorsailer anchored near the Trident. The occupants came on deck and identified themselves and the Coast Guard had almost shoved off when the Sausalito Police arrive and get on their loudhailer, "Will the United States Coast Guard please . . . blah, blah, blah." We're glad we don't own any guns cause these guys are waking up the whole town. The Coast Guard was looking for dope we're sure, having seized the 60-ft *Tahuna* the week before in the same location.

If it's not too much to ask, we'd like to request that smugglers bring the stuff in somewhere else . . . China Beach, Point Pinole, someplace like that, so when you get roused or caught, nobody has to lose any sleep over it. O.K.?

Speaking about dope, here's one sailor who isn't. It's Tom Blackaller who knows that you never know it all. In a letter to the USYRU (United States Yacht Racing Union) Blackaller thanks the "U.S. Olympic Yachting Committee for its effort in getting Gary Jobson to conduct a Tune-Up Clinic for Star sailors . . . even though Gary had very little experience in Star boats, he was able to point out mistakes that were made by experienced Star sailors, and his fresh viewpoint gave us some helpful hints that improved our techniques and tactics .

In a couple of matters of ancient unfinished business, we never did give credit to Chris Polson of Corte Madera for photographs he took of the Colin Archer Memorial Race. Thank you Chris. And if you remember back to our story on Cabo San Lucas, we bitched about the valves on the Avon dinghys, saying they were a pain. We take it all back, the owner of the Avon we used had told us it was a new one, but it wasn't. We've just seen the new valves and they aren't the ones that caused us grief. They are a big, big improvement over the old ones, in fact we're told that many people are sending their old Avons in to have them fitted with the new valves.

Sally Robertson would like all our readers to know that it's illegal for a liquor company to give away a sailboat in California. That's why if you want to win a J-24 from Michelob you'll have to go over to Hawaii and sign-up. Sally knows all about this because DeWitt Sails made a 'Michelob' spinnaker for the boat, and then she and Jim DeWitt delivered it in person. While they were there they raced a bit. Twice to be exact. Won both times, too.

Lots of people in the bay area know Hank Jotz, he being one of the better local dinghy sailors over the years. Others of you might remember him from the story we did on his new

FORD MARINE DIESEL ENGINES



FORD SSD MARINE DIESEL
SSD-681M

6 Cylinder 8.1 Litre (495 CID)

Intermittent Gross Horsepower: 157 @ 2600 rpm
Displacement: 495 Cubic Inches
Bore and Stroke: 4.53 x 5.12 inches

- *7 models
- *58 to 246 HP
- *Turbocharging Available
- *High HP/Weight Ratio
- *Fresh Water Cooled
- *Adapted for Warner or Twin Disc Gears
- *Worldwide Parts & Service
- *Famous Ford Dependability

Northern California's Marine Diesel Headquarters

TIPCO

TUBAN INDUSTRIAL PRODUCTS CO.

2003 Leghorn Street, Mt. View, Ca. 94043

(415) 968-2431



MARINE DIESEL ENGINES

We are Northern California Distributors for:

- ISUZU (PICES)
- LEHMAN FORD
- FARYMANN
- MERCEDES BENZ

Spare Parts in Stock

Northern California's Marine Diesel Headquarters



2003 Leghorn St., Mt. View, Ca. 94043 (415) 968-2431

Wilderness 38

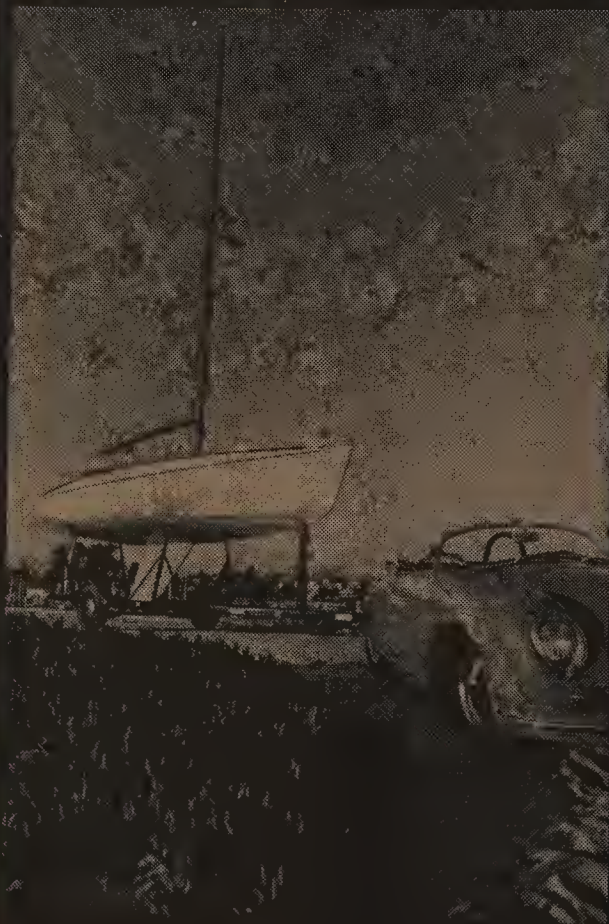
WILDERNESS
YACHTS

Designed by Gary Mull



Lightweight Speedster
Gary Mull's newest hot design
is ready for production

Moore 24



The Classic Speedster
One-design racing at its best

Wilderness 21



Built in the Santa Cruz Tradition
Free main and jib

At the Yacht Harbor

O'Neill's Yacht Sales
& BROKERAGE

2222 East Cliff Drive, Santa Cruz, CA

(408) 476-5202

Sail

Tanzer 22'	1975 OB
Santana 22'	1973 OB
Ranger 23'	1978 OB
Moore 24'	1974
Custom Racer 24'	inbaard
Venture 24'	1970 OB
Islander 24'	1962 OB
Farr 1/4 ton	1977 OB
Soling	1969
Santa Cruz 27' (2)	fram
Tarten 27'	1969
Catalina 27'	1977
Bristol 27'	1966 OB
O Day 27'	1975
Cal 2-27'	1976
Cal 27'	1974 OB
Cal T/2	1974
Hawkfarm 28' (3)	fram
Ranger 29'	1971

8,900.⁰⁰
8,200.⁰⁰
14,500.⁰⁰
12,200.⁰⁰
14,900.⁰⁰
5,500.⁰⁰
7,000.⁰⁰
15,500.⁰⁰
4,000.⁰⁰
18,500.⁰⁰
19,250.⁰⁰
20,000.⁰⁰
17,000.⁰⁰
19,000.⁰⁰
23,500.⁰⁰
14,000.⁰⁰
15,000.⁰⁰
28,500.⁰⁰
27,500.⁰⁰

Ericson 29'
Bermuda 30'
Rhodes 30'
Tahiti Ketch 30'
Cregar 31' Yawl
Westail 32'
Cal. Sabre 32'
Santa Cruz 33' (2)
Ranger 33'
Cand C 33'
Angelman 34' Ketch
Ericson 35'
Chance 37'
Ericson 39'
Yankee Clipper 40'
Angelman 44'
Roberts 44' Ketch
Multihull
Horstman 35'
Custom Racer 36'
Brawn 40' sea runner
Power

1973
1963
1946 diesel
1938 diesel
1958
1974 diesel
1966 OB
fram
1976
1975
1967 diesel
1971
1971 diesel
1971
1974 diesel
1935 diesel
1977 diesel

25,900.⁰⁰
26,000.⁰⁰
22,000.⁰⁰
24,000.⁰⁰
12,500.⁰⁰
65,000.⁰⁰
7,700.⁰⁰
46,000.⁰⁰
39,000.⁰⁰
49,500.⁰⁰
45,000.⁰⁰
46,200.⁰⁰
49,900.⁰⁰
58,500.⁰⁰
60,000.⁰⁰
60,000.⁰⁰
62,000.⁰⁰
38,500.⁰⁰
38,000.⁰⁰
45,000.⁰⁰
16,950.⁰⁰

Converted Land 45'
North Coast Yachts (415) 523-8330
Brokerage Listing
(Bay Area Phone: Dee Smith at (415) 423-8330)

O'Neill's Yacht Sales
& BROKERAGE

LOOSE LIPS

boat *Golden Years Retirement Bear Grotto* — or some tricky name like that. Anyway Hank is closing his San Francisco sail loft and moving to Trinity, where he will reopen the loft. We never got to know Hank very well, but we do know he was respected by his peers and never the subject of a discouraging word.

Are you ready for the 1980's? Diane Beeston is. Her annual calendar has already rolled off the presses and it looks sharp. Since the 80's promise to be such a colorful decade Diane has gone to full color photos — and wow, do they look good. Her old black and white calendars used to run about \$7.50 so many of you may think the new one will run about \$28. No way. A measley \$4.95! How does she do it? We don't know, but we've asked her to advise President Carter. She's considering it.

We have a super lady working for us now who answers the phone and does production work. The other day a guy called up and wanted reservations for four. "Four for what", our girl Terri asked. "For four people", the guy says a little mad. "This is Latitude 38," says Terri. "I know that," the guy says, "and I'd like reservations for four." When it's all straightened out it seems the guy hasn't been in Sausalito for 13 years and back then there was a rather notorious bar called 'Latitude 38'. We never were in there or ever saw it, but if the truth must be told, we did steal the name. Now you know.

Jim Kilroy is going to have a new *Kialoa* built, another 80-footer. Now this month's question is: Who did Kilroy choose to have design the boat? Was it Alan Guernsey, Sparkman & Stevens, Ron Holland, Doug Peterson, German Frers, or Latitude 38? We'll have the answer to that and other *Kialoa* questions next month.

In the June issue we ran an ad requesting locations where people might want to have *Latitude 38* distributed. We got calls from as far away as Riverside — where you may now pick up *Latitude 38* every month at the Alpha Beta. Then we got a strange one. A guy called up and said he knew we wouldn't distribute 38 in a massage parlor, but how about an adult book store? He went on to say that his Adult Book Store Tree on Story Road in San Jose gets lots of sailors from Santa Cruz — we're not making this up — and that there was even an L.A. sailor on his way to San Francisco who had just stopped in at his place. The guy owns a boat in Alameda — he asked not to be identified — and says he can always spot the sailors by their deck shoes. Guess where you can now pick up *Latitude 38*?

Our newest distribution point will be the stately Claremont Hotel in Berkeley. A lovely lady called up and said she *must* carry *Latitude 38* and wanted to know how much it was going to cost her. She was shocked — pleasantly, so — when we told her it wouldn't cost her a cent. If any of you out there have a good distribution location, we'll make you the same

SURVIVE THE SAVAGE SEA!

Find out what blue water sailing is all about. Spend 3 days and 2 nights sailing offshore on a Rafiki 37.

Enjoy professional instruction, gourmet food and grog and the thrill and excitement of sailing a true deep water yacht.

The month of August is sold out until the 17th, 18th & 19th. September cruises are available — call for dates.

(415) 521-7322



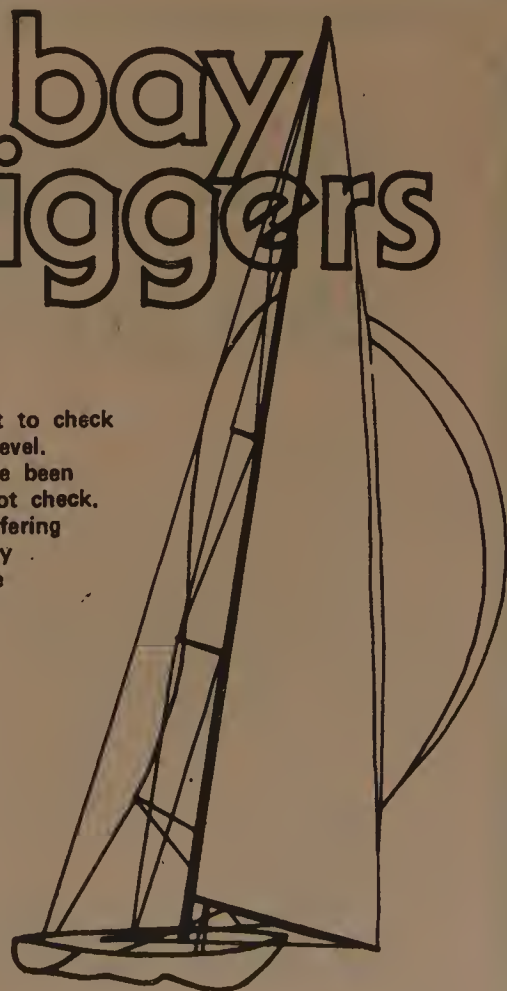
Olympic Circle Sailing Club
1815A Clement Ave., Alameda, CA 94501

bay riggers

LOOK ALOFT!

Boat owners often neglect to check their rigging above deck level. Many accidents could have been prevented by a simple spot check. We at Bay Riggers are offering a deck to masthead survey for any worn or defective gear. Ask about our preventive maintenance rigging survey. Rigging and modification of sailboat rigging. Rope—wire splicing. General marine service and repair.

Dealers for:
Samson braid
and MacWhyte
wire.



200 GATE 5 rd.
SAUSALITO, CA. (415) 332-5757

ATTENTION BOAT OWNERS

Ron's
Marine
Services



Announces Dockside Service For

Boat Cleaning
Hull Repairs
Bottoms Cleaned
Engine Repairs
Diving Services
Electrical Repairs
Janitorial Services

CALL 883-0874 FOR FREE ESTIMATE

"We Come To Your Boat"

Ron's Marine Services

• 911 Del Marin Keys Blvd. • Bel Marin Keys, CA 94947



THE CHALLENGER 32 WITH *EVERYTHING*

Since 1974, we've put a lot of time, equipment and money into this Challenger 32. Now that she's fully outfitted, we're ordering a bigger boat.

She Features:

- | | |
|---|---|
| ★ Alpha Marine Systems Autopilot | ★ Custom bow roller and plow |
| ★ International & Inland running lights & strobe | ★ Kerosene & florescent lighting |
| ★ Custom traveller | ★ 500 amp hours of batteries |
| ★ Stereo in cockpit and below | ★ Custom woodworking below |
| ★ Reefable 140 & 110 jibs | ★ LectraSan system |
| ★ Custom dodger | ★ All running rigging routed to cockpit |
| ★ Manual & pressure water | ★ Regular & professional maintenance on diesel, brightwork & hull |
| ★ Signet windspeed, windpoint, knotmeter, log, depthsounder | ★ Amenities found only on a beamy, liveable Challenger |
| ★ Refrigerator — 110/12 volt | |
| ★ Permanent Masthead radar reflector | |

She's a boat that will take you anywhere in safety and comfort... we know. She can be yours for \$50,000.

**To talk seriously, call Marken Communications,
(415) 494-9111 and ask for Andy Marken
Or Evenings call (408) 732-9589**

*Your boat insurance can go **DOWN** as well as **UP***

**VAL CLAYTON,
BROKER**

Are you a more experienced skipper this year? Is your boat in better condition? Is your no-loss record better? These things reduce your boat insurance costs. Have us re-evaluate you and your boat as of NOW. You may have a pleasant surprise awaiting you. Give us a call.

CAPTAIN NEILL INSURANCE AGENCY

582 MARKET STREET, SUITE 614, SAN FRANCISCO, CA 94104
PHONE (415) 421-4995 ESTABLISHED 1938

LOOSE LIPS

swell offer. Call Kathy at 415 332-6706 to arrange it.

We'd like to take this opportunity to put in a good word for both Kimball Livingston and the San Francisco Chronicle. We're sure that most of you saw Kimball's TransPac reports from onboard Bob Cole's Tartan 41, *Regardless*. We saw most of them and thought they were great. And even though the race itself wasn't a headline maker, the Chronicle stuck by Kimball and gave his stories good placement. If you folks enjoyed the articles as much as we did, there is no reason you shouldn't drop a line to the Chronicle and let them know. They like to get mail like that.

Here's a fish story without a hook. During the recent Ocean-Vallejo Race, Paul Kaplan and all the rest of the MORA boats were ripping through Raccoon Straits in very blustery conditions. Like a lot of boats, Kaplan's took a leeward broach and scooped up a few drops of the bay into the cockpit. Paul's not your ordinary guy though, and during the broach he managed to gather up an 8-inch "mackerel-like" fish with the cockpit. Not too bad, eh?

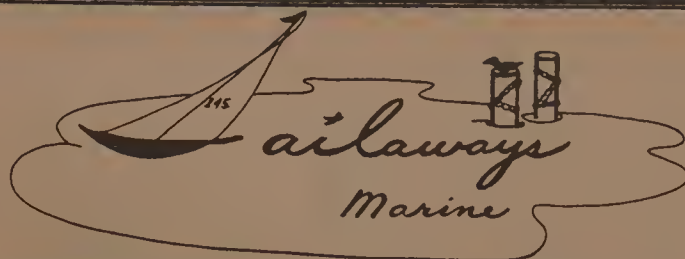
A little later Rolf Soltau's 86'd was ripping by the Brothers when he ran aground doing 10 knots. There was no damage to the boat or crew. Rolf went on to nip Paul by less than a minute. But then he didn't catch a damn thing!

There's a new book out now about windsurfing, and it's called *Windsurfing*. It was written by Glenn Taylor who teaches windsurfing down the Peninsula. We haven't read the book, so we don't know how good it is, but we do know that the author has integrity. A month after we started *Latitude 38* Chronicle Books asked us if we wanted to edit a book Glen was putting together on windsurfing — we said sure. But Glenn wanted to think about it. He eventually decided that it would be best if the editor had some first-hand knowledge of windsurfing. So, he said no, and returned his advance. That's integrity. It was also being smart. We're pleased to see that he got his book published and hope it does well. Have a look, it might make a fine gift for a friend.

Talk about blowing it . . . we don't think there has been one occasion in *Latitude 38* in which we have made the correct distinction between SYRA (Small Yacht Racing Association) and SBRA (Small Boat Racing Association) — the later always mixes us up with the SBYRA (South Bay Yacht Racing Association).

If we have this straight — and we're not sure we do — the SYRA is for boats like Venture 24s, Cal 20s, Etchell 22s, and do most of their racing on the bay. The SBRA is made up mostly of swing keel boats and they race on lakes alot. El Toros, 505's, Lasers, Fireballs, and such belong in this group. Did we get it right?

More to come on these groups — as well as liferafts (it's coming), more Tom Wylie (it's coming), and everything else we've said we'd do but haven't got around to.



Complete Marine Supplies at Affordable Prices
CHECK AROUND, THEN CALL US

Yachtcraft Kit Boats 34' to 44'
Southwind 32' Kit Boats

Boat Building Supplies — Repairs — Boat Building Space
909 ELIZABETH ST., ALVISO, CA 95002 (408) 263-1453

FOR ALL YOUR SAILMAKING NEEDS,

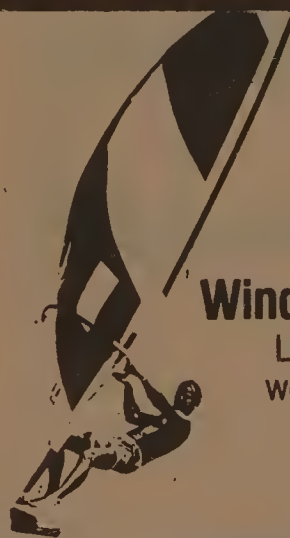
SEE US



LEADING EDGE SAILS

— your full service loft on the Peninsula —

Call Steve Toschi (415) 347-0795
1 North Amphlett San Mateo, CA 94401



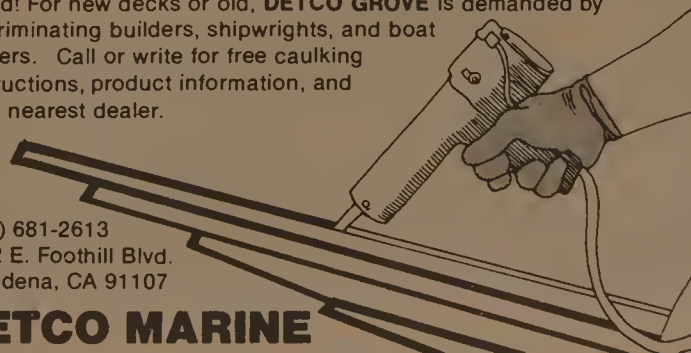
Windsurfing
the ultimate
sailing experience

Windsurfing Marin
Lessons & Sales
wetsuits provided

Ted McKown
383-1226

CAULK WITH DETCO GROVE!

DETCO GROVE polysulfide rubber caulking compounds positively grip deck and hull seam edges. Teaming tiger's claw tenacity with permanent flexibility, **DETCO GROVE** provides long-lasting leakproof seams, resistant to the severest conditions. **DETCO GROVE** sands like the wood itself, a mere 48 hours after application. It's catalytically cured! For new decks or old, **DETCO GROVE** is demanded by discriminating builders, shipwrights, and boat owners. Call or write for free caulking instructions, product information, and your nearest dealer.



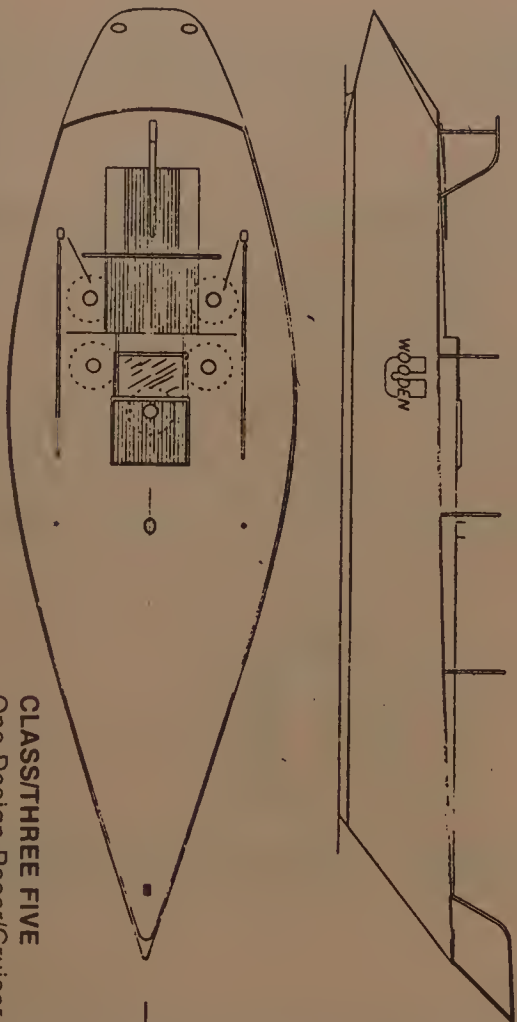
(213) 681-2613
3452 E. Foothill Blvd.
Pasadena, CA 91107

DETCO MARINE

INTERMOUNTAIN YACHTS
POST OFFICE BOX 4773
BOISE, IDAHO 83704

(208) 343-8942

CLASS THREE FIVE
One Design Racer/Cruiser
LOA: 34.75' LWL: 26.50'
Beam: 10.58' Draft: 5.50'
Disp: 7300# S.A.: 445 sq. ft.



*INBOARD POWER*SIX CLASS SAILS*FRESH WATER TANKS*FUEL TANK*MARINE HEAD*GALLEY*HYDRAULICS*BILGE PUMP*LIFE LINE SYSTEM*STEARN MAST W/BOM*ROD RIGGING*COLOR CODED RUNNING RIGGING*FIVE BARIENT WINCHES*TWO BARIENT WINCH HANDLES*SPINNAKER POLE & GEAR*REACHING STRUT

\$35,000.00

YACHT INSURANCE

Good insurance coverage is good business. Good insurance coverage starts with

Sheridan Merrick and Company

350 California Street
San Francisco, CA 94104
(415) 956-6620

AWLGrip AWLGrip AWLGrip



DETCO MARINE

3452 East Foothill Blvd.
Pasadena, CA 91107
(213) 681-2613

... The coveted linear polyurethane coating system that shines and resists fading for years, without waxing, polishing, or recoating. Awlgrip offers over 90 fantastic colors and a wide variety of specially formulated high and low build primers and fairing compounds for wood, steel, aluminum, ferro-cement, and fiberglass.

Join the thousands of commercial and pleasure boat owners now using Awlgrip. Write or call collect for your nearest dealer, approved Awlgrip Applicator, color charts, and application information.

topper

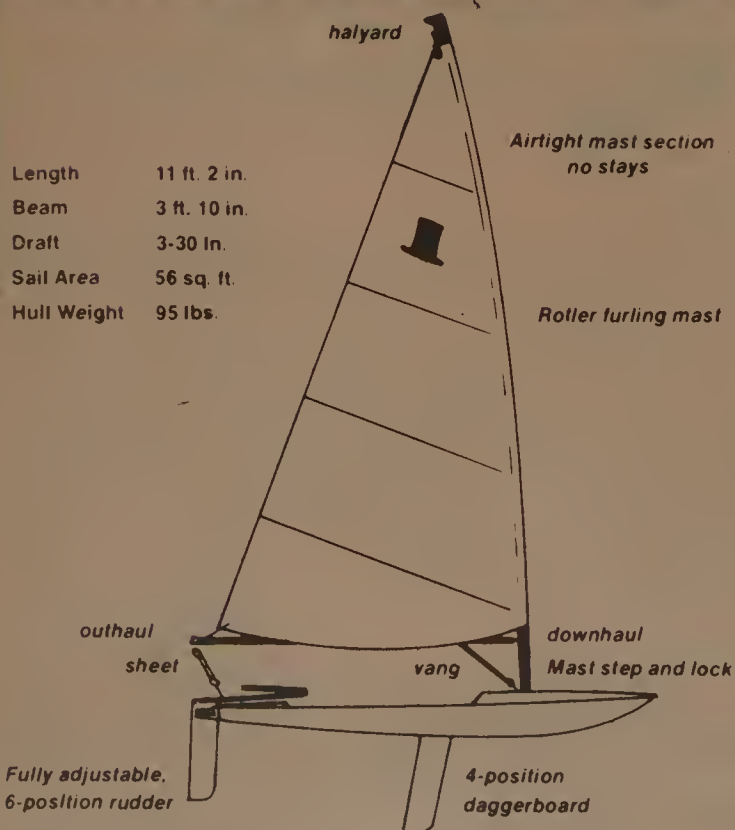
TOPPER, a superb design achievement, is meant to be sailed hard and often by children and adults... novice and expert. She features a remarkably simple rig with the sophistications of quick roller reefing, vang, halyard, out, and down hauls, sheet traveler, 4-position daggerboard and a unique 6-position tilt-up rudder.

This deceptively simple design by Ian Proctor has the sophistication of full positive flotation, a self-bailing cockpit large enough for two adults, and the ability to be brought up from a capsized by a child. TOPPER is as safe and as simple to operate as modern design and technology can produce.

TOPPER is made in the world's most sophisticated injection molding machine. She is constructed of Propathene[®], a low-maintenance, high-strength material that has an impact resistance far greater than that of wood or fiberglass. This totally unique production technique produces a lightweight, attractive boat that can be easily carried on top of a car... hence her name, TOPPER.

J. V. DUNHILL MARINE SPORTS INC.

720 Sterling Dr.
Martinez, CA 94553/(415) 228-4348



Length 11 ft. 2 in.
Beam 3 ft. 10 in.
Draft 3-30 in.
Sail Area 56 sq. ft.
Hull Weight 95 lbs.

Airtight mast section
no slays

Roller furling mast

outhaul
sheet

vang

downhaul
Mast step and lock

Fully adjustable.
6-position rudder

4-position
daggerboard

LOCAL
DEALERS:

SANTA CRUZ
Santa Cruz Marine

WALNUT CREEK
Boat Warehouse

RANCHO CORDOVA
Foredeck

REDDING
Sequoia Stereo

VALLEJO
Tradewind Sailboats

UKIAH
Olson Sports

SEATTLE
Pacific Marine Development

SAN JOSE
Clara Clipper Sails

LAKE TAHOE
Sailboat Charter Co.

ALAMEDA
John Beery Yachts

STOCKTON
J. A. Yacht Sales

Targa 9.6 meter

"The Targa is a dream. Believe me when I say I'm chartering it reluctantly. I'll promise you that in five years either this boat or an American built imitation will be a standard in this size yacht, both in or out of charter."

*Bud Kane, author of "Instant Navigation,"
professional sailor, owner of
Kane Marine in Hillsborough and owner
of a Targa 9.6*

If you intend to buy a new boat, you will certainly have special requirements that you expect it to meet:

- you may like to sail alone, but at the same time you want your boat to have room when you take your family or friends along for a longer cruise
- the boat must be fast and easy to maneuver when you sail
- the boat's line should appeal to you. It must be sturdily constructed and well built in every detail — a genuine pleasure
- when the auxiliary motor is being used, the boat should quickly reach hull speed, but the motor must run quietly and without vibration

We are convinced that the TARGA 9.6 will satisfy your wishes and demands in the best possible manner.

- the reliable Volvo diesel motor is carefully sound-insulated and drives the TARGA 9.6 at 8 knots
- the TARGA 9.6 is divided into private cabins, 2 forward and 1 aft

• sole distributor—

MARIN BOATS INCORPORATED

115 3rd Street

San Rafael, CA 94901 (415) 456-8508

• dealers inquiry contact—

Alex Horvath, (415) 456-8508



SIGHTINGS

admiral's cup quiz

Since the Admiral's Cup competition is now going on in England, with Dave Allen's *Imp* against the U.S. team, we thought we'd see if you are up on that event.

Do we all know that it is the premier international yacht racing event? That it takes place in England every two years? That each country is represented by a three boat team? That it consists of (2) 30-mile inshore races, the Channel Race, and the Fastnet Race? Very, very good. You know more than we thought.

Now here come the toughies. A. What do the Admiral's in the British Navy have to do with the Cup? B. When did the Cup get started and why? C. Who are the past winners? D. Who is going to win this year?

Answers: A. Absolutely nothing. The name 'Admiral' comes from 'admiral' Sir Miles Wyatt, who helped found the event in 1957 while he was 'admiral' of the Royal Ocean Racing Club. B. As just stated, the competition started in 1957 "to foster the sport of ocean racing in other countries," so that the United States and England could have somebody beside each other to beat. C. 1957 — England; 1959 — Netherlands; 1961 — U.S.A.; 1963 — England; 1965 — England; 1967 — Australia; 1969 — U.S.A.; 1971 — England (a team led by the then Prime Minister Heath;) 1973 — West Germany; 1975 — England; 1977 — England. D. The U.S.A. will win this year.

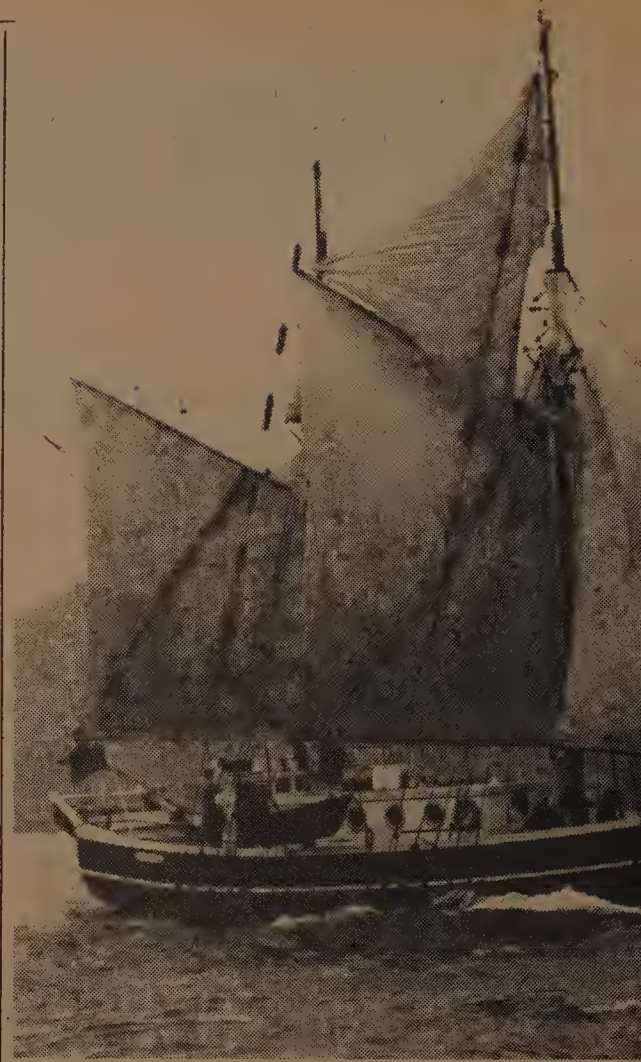
ted & gary; slide/talk

Gary Jobson, Ted Turner's tactician on the America's Cup, and also on the Australian-American Challenge Cup in 6-meters to be held here in September, will present his exciting slide/talk show at the Corinthian YC on Monday night, September 17. Ted Turner may appear with him — the final commitment by Turner will be made this month.

The program is sponsored by the Corinthian's Racing Education Committee, that same great group that packed in 300 for dinner last April with Tom Blackaller — Turner's competition.

Gary Jobson has sailed in 11 countries and 33 states this past year as competitor or coach and is coaching Olympic teams at Tallinn, Russia; he is a dynamic and exciting speaker (July *Latitude* 38, pg. 63.)

Cocktails and autographing of *The Racing Edge*, co-authored by Turner and Jobson (it's the perfect crew member present) will begin at 5 p.m. at the Corinthian in Tiburon. Roast beef dinner with wine will be served from 6-7:30 p.m. and the program will begin at 8 p.m. The tab will be \$25 per person and all proceeds are going to the USYRU Olympic Sailing Fund. Reservations will be taken by receipt of a check mailed to the Corinthian YC, P.O. Box 859, Tiburon 94920. The Corinthian only holds 300 and the checks are coming in fast, so get yours in now! For more information, call club manager Kristy Powell at (415) 835-4771.



our swan

The photo above is a sight you don't see very often — which is why we printed it. Diane Beeston took the photo and explains what she is:

"She's a barkentine built in Denmark in the early 1900's. She's 128' long, with a 30' bowsprit and is of British Registry."

san francisco

The San Diego YC did it again, hauling out *Renegade* not only to beat, but trounce the San Francisco YC's *Shadow*, in the light airs of San Diego. *Renegade* won by 4:20 boat-for-boat, and had to be given almost 3' more minutes in handicap.

For the second year in a row, there was bad feelings in the Bay Area over the boat selected. Last year, many felt that Max Gordon's challenge with *Black Magic* had a less chance of winning than either *Imp* or *Lois Lane* who wanted to race. This year, many felt that Stan



PHOTO BY DIANE BEESTON

boat news while it's news

The Pacific Inter-Club Yachting Association (PICYA) held their annual regatta for all the yacht clubs on the last weekend in July. As was the case last year, the Richmond YC used the opportunity to display their overall sailing excellence. They won 3 of the 4 events, and took second in the one they didn't win.

The toughest battle was in the *Big Lipton* where Jim DeWitt narrowly aced out Chris Corlett — the margin was only 12 seconds. Ironically, DeWitt was sailing the Santana 35 *Front Page News* that Chris had used to win the Danforth Div. II with, Chris sailing the Santana 35 *Sassenach* for the St. Francis. Rich Hackett surprised a few people when he brought Coyote Point's *Islander 36* in ahead of another Santana 35, *Wild Hair*, Ori Gooch's entry from Ballena Bay. The race was sailed over a 14-mile course.

This was the 6th time in 14 years that DeWitt has been the winning skipper in the *Big Lipton*. In '65 and '68 he won with the *Bounty II*, *Mutineer*; in '69 he won with his own design, *Sandpiper*; in '76 he won with *Rolling Stone*, and '77 with *Black Magic*. Last year he played the important role of tactician when Les Harlander's *Mirage* surprised Dave Allen's *Imp*.

The Larry Knight was held the same day, on the same course, but for PHRF boats. Again it was the Richmond YC as Jim Lindsey won again this year with his Newport 30, *Sherpa Grande*. He beat Bruce Easom of the Sausalito YC in Cal 2-29 *Champagne* by 1 minute and 20 seconds. Steve Jeppeson's Newport 30, *The Ruby* took third for the St. Francis. Other yacht clubs placed as follows: Sausalito CC, Vallejo YC, Coyote Pt. YC, Marin YC; Encinal DNF's and IYC was DSQ'd. It was a good turnout.

On Sunday the yacht clubs competed for the Chispa Cup, and the *Little Lipton*. It was the Flying Junior team of Steve Klotz and Steve Brilliant from the San Jose Sailing Club that put an end to the Richmond YC dominance. They took three firsts to beat Richmond's Chris Klein and Dennis George. The Sausalito CC was third, and the Island YC was fourth.

The fourth and final race of this year's PICYA regatta was the *Little Lipton*, sailed in Santana's 22's. Bill Claussen of Richmond got the lead at the start in *Menehune* and kept right on going for a victory margin of over 7 minutes. Jack McClean in the San Francisco YC's *Tara* was second, and *Tacky Lady* with Chas Brouchard from the Corinthian was third. Other clubs finished as follows: Coyote Point, Island, St. Francis, Aeolian, Encinal, Sausalito, Vallejo, Sausalito CC, Ballena Bay and Palo Alto DNF'd.

It was Richmond all the way again this year, no other club was even close to their all-around performance. The races were well run with Ray Girouard, Lou Kozub, Earl Stutes and Lou Haberman serving as Race Committee Chairmen. Peter Nardini passed this information along to us — a fine job by all involved.

attention lasers

Be advised that the Laser North American Championships will be hosted by the Santa Cruz Sail Club at Santa Cruz on August 9-13th. You register at the Harbor, fee is \$30.00. There are charter boats available by calling Dick Murray at (408) 425-1164. Good luck!

their swan

Her name is *Our Sranen* (Our Swan in Danish,) and she is owned by Doug Havens. The boat was passing through San Francisco on her way to Canada where she will be made into a cruise ship and set up for television and movie work. (The Love Boat?) Her biggest claim to fame is that she used to haul grain for Turborg beer.

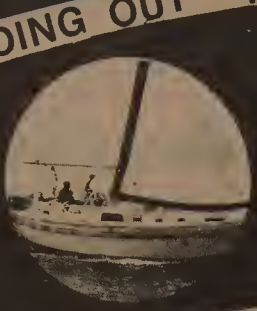
challenge cup

Reisch's *Leading Lady* would have been a better choice. As it stands now, the San Diego YC loves it, having the opportunity to select which boat they think they can beat.

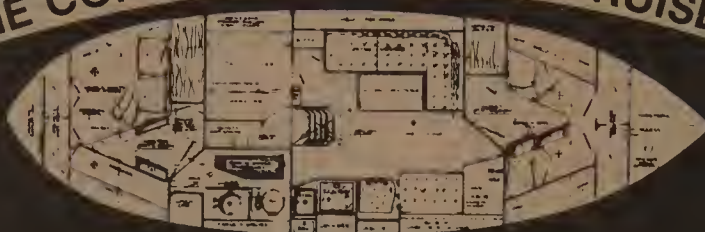
Beating San Diego sailors in their backyard is very, very difficult, particularly when they can wait to choose their defender from their mighty quiver right up until the start of the race. Northern California sailors ought to be united in trying to win the San Francisco Challenge Cup back before they nail it to the floor of the San Diego Club.

IF YOU ARE GOING OUT THERE

DO IT RIGHT!



THE COMPLETE OFFSHORE CRUISER



FANTASIA

LOA 34' 6"
LWL 27' 6"
BEAM 11' 0"
DRAFT 4' 8"
DISP. 21,000#
BALLAST 8,000#
SAIL AREA 630 SQ. FT.
POWER DIESEL
FUEL 130 GALS
WATER 210 GALS

BRUCE BINGHAM, N.A.

AT OUR DOCKS NOW!

See us at the S.F. Bay-in-the-Water Boat Show — Sept. 7-16.

LATITUDE 38 READERS NOTE!

Specifications include: 4 sail inventory; Hand lay-up exceeds Lloyd's specs.; Full keel - skeg rudder; Superior headroom throughout; Boom gallows; Stand up work shop; Shower big enough for 2. Plus more standard equipment.

NOW ON DISPLAY AT OUR DOCKS!
SELECTED SAIL BROKERAGE

24' COLUMBIA CONTENDER.....\$ 5,500
25' CORONADO (Wesco).....7,995
26' CHRYSLER, '77.....14,200
35' RAFIKI, dsl., 4 sails.....59,900

SEA-WEST
YACHT SALES

2394 Mariner Square Alameda (415) 523-1762



IF IT'S NAUTICAL, IT'S WORTH \$2,000 IN OUR FACTORY TRADE-IN DAYS.

Bring us any usable nautical item. A motor, compass, inner tube — anything from a bawline to a boat shoe. Because now it has a \$2,000.00 trade-in value on a qualifying Prairie trawler or sailboat.

We think it's a great way to introduce you to all the careful design and patient craftsmanship that goes into a Prairie. The catch is, you'll have to act fast. Because once the specified boats are sold, this special sale is over. And at these savings, they won't last long.

SAVE \$2,000 ON A PRAIRIE BUILT TO YOUR SPECS.

We sell all our boats directly from our factory in Clearwater, Florida. You order your boat before it's built and we customize it to your specs. That's why only the following hull numbers can qualify for this sale. And remember — once these are sold, this sale is over.

Coastal Cruiser/29	Hulls #42 thru 57	(16 Boats)
Coastal Cruiser/36	Hulls #12 thru 24	(13 Boats)
32 or 32/2 Sailboats	Hulls #34 thru 38	(5 Boats)

A LITTLE ABOUT PRAIRIES!

Your Prairie is an American-built yacht with American-made parts. And her exterior (deck, hull, stringers, head, etc.) is all gelcoated reinforced fiberglass. Two important considerations for today's cruising yachtsman.

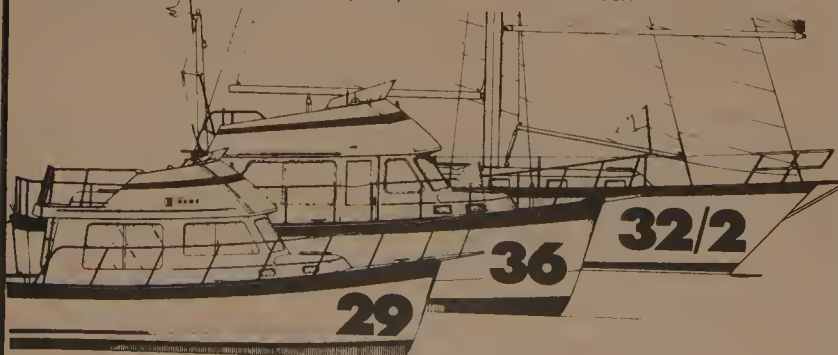
GRASP THE PHONE WITH ONE HAND, YOUR BOAT SHOES WITH THE OTHER.

And call us at (813) 576-2761 to find out all the goods on Prairie's 'Factory Trade-in Days.' Right now, that bawline, or used motor is worth \$2,000! So call us today. After all, we want you to own a Prairie.

*All items must be sent post-paid or personally delivered.



Prairie Boat Works, Inc.
Builder of Prairie Sailboats
Coastal Cruiser Trawlers
4620 122nd Avenue North, Clearwater
Florida 33520 Telephone (813) 576-2761
Made in USA



FARR 30

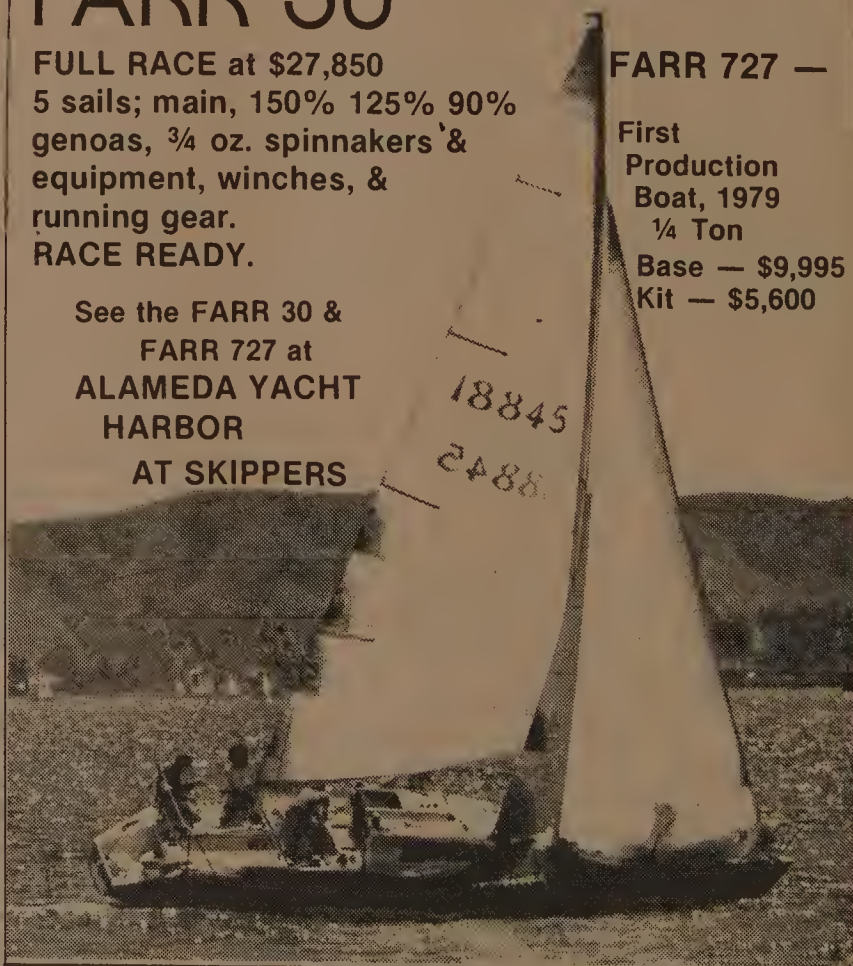
FULL RACE at \$27,850
5 sails; main, 150% 125% 90%
genoas, 3/4 oz. spinnakers &
equipment, winches, &
running gear.
RACE READY.

See the FARR 30 &
FARR 727 at
ALAMEDA YACHT
HARBOR
AT SKIPPERS

FARR 727 —

First
Production
Boat, 1979
1/4 Ton

Base — \$9,995
Kit — \$5,600

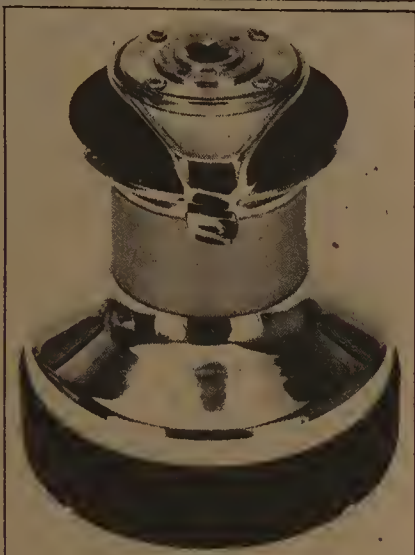


ANCHOR YACHT SALES
1535 Buena Vista Ave., Alameda
(415) 522-6500 or (408) 377-2847

PHILLIPS MARINE STORES / SAILBOAT EQUIPMENT

stocking distributors for

BARIENT



DANFORTH®

— anchors —

— compasses —

— marine heads —

- Boarding Ladders
- Yacht Chairs
- Seating
- Fishing Chairs
- Tables
- Motor Carriers
- Ladder Hardware
- Boat & Sailboat Dollies
- Letters & Numbers
- Outboard Motor Brackets
- Mirrors
- Seat Hardware
- Canoe Accessories

GARELICK MFG. CO.



Interlux® Anti-Fouling Bottom Paints

including the new polythane

FORESPAR

STANDARD SPINNAKER POLES

XP PISTON STYLE

Our "XP" style end has become the standard of the industry. The heavy stainless steel release pin and spring are made to withstand the most rigorous conditions. All tolerances are such that salt corrosion and hard use will have little effect on this fitting.



SL SELF-LATCH STYLE

This unique design, featuring a spring-loaded stainless steel latch permits engagement of either the guy or spinnaker car without having to pull a lanyard. Both hands are left free for safer, more efficient spinnaker pole setting and gybing.

TR TRIGGER STYLE

The "TR" fitting features an automatic trigger mechanism which holds the piston in the open position when retracted. Contact with the guy or spinnaker car depresses the "trigger" which releases the spring-loaded piston to shut the jaw of the fitting. This excellent fitting allows a quick, one-handed setting of the pole — ideal for competitive racing.



Call or Write: Box 111, Sausalito 94965 (415) 332-0885

SIGHTINGS

denouement

The Champion of Champions held May 12 was settled last week by the USYRU Appeals Committee and Wayne Hallenbeck's Islander 36, *Williwa* remains the winner for the second year in a row. Hallenbeck and Bill Patry in the Hawkfarm, *Manface* were the top contenders. Patry protested Hallenbeck during one race for asking for searoom and then not taking it. (June *Latitude* 38, pg. 78.) Patry lost the protest held during the series and then filed an appeal which was denied because he didn't file within the prescribed time limit. Patry thought he had 10 days to file after receiving the decision in writing which he received 2½ months after the hearing. However, he should have filed it within 5 days after the original hearing.

"I don't regret that *Williwa* won," says Patry. "He sailed a helluva race. But I would say that it would be a good idea for any serious racer to join the USYRU and study the protest and appeals procedures." Well put.

— sue vaughn

watch out!

The Coast Guard is getting a little bit angry with boat owners big and little. In recent months there have been an increasing number of collisions between big and little vessels during periods of clear visibility. It doesn't take a genius to figure out that people aren't watching where they're going — be they freighters or recreational or fishing craft.

The Coast Guard says "We would caution mariners to maintain a proper lookout and to be as attentive to navigation rules and prudent seamanship on the open ocean as they would in restricted waterways." Amen.

Back east — the Nantucket Lightship to be specific — it's the Coast Guard who is worried about their own hides. We quote "Twenty very near rammings within the last year have made the safety of personnel on the [Nantucket] light vessel a matter of grave concern. In at least one instance, the crew of the lightship actually abandoned ship because of the fear of imminent collision. On each occasion, the lightship attempted to contact the approaching vessel on both FM and SSB frequencies and, in all but one case, the vessel failed to respond."

silver eagle has landed

One of the most popular races of the Bay is the Island YC's in the bay enduro, the Silver Eagle Long Distance Race. This 86 mile scramble around the Bay was held in the thunder and lightning of July 21st and 22nd, with what was easily the biggest turnout in the 4-year history of the event.

First place went to Del Hutchinson in *Banana Republics*, a Moore 24; second to Dennis Gruidle in a *Buccaneer* 295; third to *Bubba*, Wally Hansen's new J-30.

Kent Ross in a Peter 34, *Clark Kent*, was fourth; Wiley Stagg in a Newport 30, *Syntowin*, fifth; Bob Vergeer in a Catalina 38, *Elan*, 6th; George Gianandrea, 7th in a C&C 38, *Quadri*; and Andy Bassis' J-24, *Wonder Woman* was 8th.

PHOTO BY DIANE BEESTON



the champs

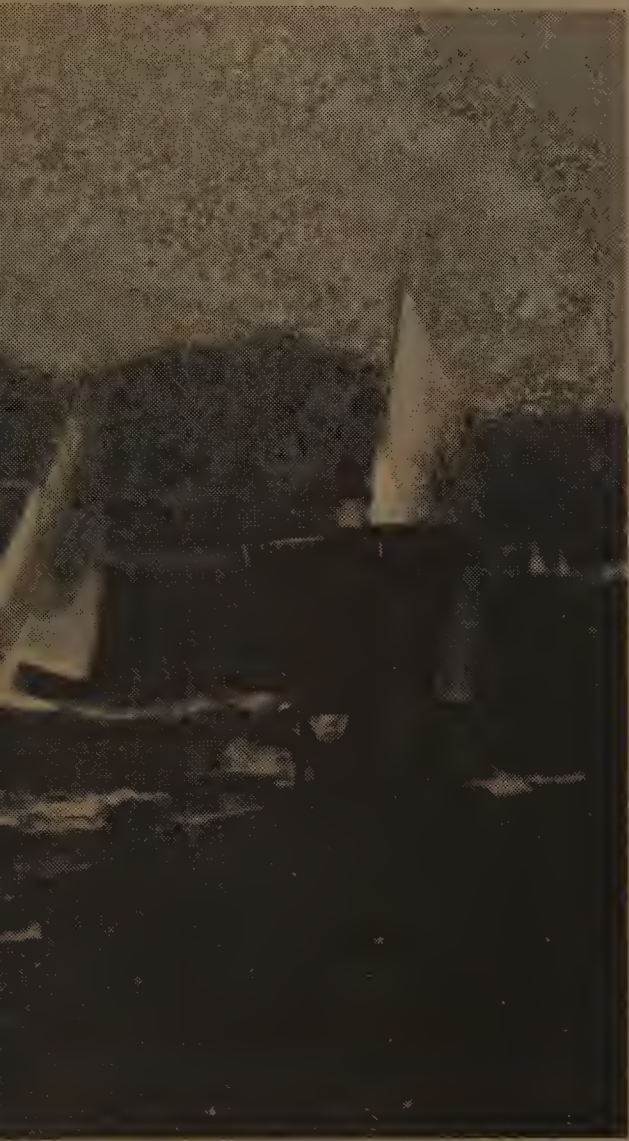
Flying Junior action above is from the FJ Western Regionals at the San Francisco YC. All this in preparation for the FJ Worlds at the Richmond YC, August 11-17th. Winners in the Regionals were Steve Klotz and Steve Brilliant — and they won big.

There's lots of other championship action in the next month. August 4 & 5 is the Peterson 34 Invitational; August 9-13 is the Laser North Americans in Santa Cruz; Santa Cruz is also the site of the Moore 24 Nationals on August

festival

Labor Day Weekend, September 1-3, the National Maritime Museum will hold its Festival of the Sea at the Hyde Street Pier in San Francisco.

There will be melodious sea chanty singing — with demonstrations of "how the songs were used aboard sailing ships by deepwater seamen to bring rhythm to their work."



are coming

11-12.

August 31 is the traditional Windjammers Race to Santa Cruz, then over Labor Day weekend are the Nationals for Columbia Challengers (Golden Gate YC) and Columbia 26s (Oakland YC.) Columbia 26 owners are encouraged to call Dave Flores at (415) 531-3390 to enter and take a shot at the championship.

Finishing off Labor Day will be the J-24 Pacific Coast Championships at the St. Francis.

of the sea

In addition, there will be a three-day series of concerts, workshops, exhibits, and lectures spotlighting the contributions of different ethnic groups to San Francisco's maritime history.

Call (415) 556-6435 for further information. The Festival is the work of the National Maritime Museum of GGNRA and TASA (Traditional Arts of the Sea) from Seattle.

SIGHTINGS

gov't wants more money

Ray Durkee of Oakland has alerted us to Assembly Bill 1683, sponsored by Tom Bates. That bill would authorize municipalities to use excess revenues from marina fees for "improvements, recreational programs, and purchases of property."

After Proposition 13, all the governments are looking for a little money, and yachtsmen apparently look like a good source. The problem is that boatowners have been paying their own way all along, and as we understand it, AB 1683 will give boat owners with boats in municipal marinas the opportunity of not only paying their own way, but to subsidize all matter of other programs they have no interest in and may even object to.

If you'd like to keep the government out of your pocket, you might let your assemblyman know how you feel about this.

Bates reportedly has said he expects little opposition to his bill.

It may seem fairly innocuous at first, but if you have your boat in Berkeley, Durkee claims that the first step is having your berth rate increased \$300 to \$500 a year! He suggests it may spread. We'll look into that wonderful prospect next month.

premature rites

Two months ago we reported that Mission Marine, owner of Islander Yachts, filed for reorganization under the protection of the courts — bankruptcy. Since then, a lot of people have assumed it's all over for Islander.

It's not that way at all. A number of companies and private individuals have lined-up to negotiate to buy Islander. Word in the grapevine indicates that a private party will be taking over the company in the next 8 weeks.

One however never knows about those things, so Islander just keeps building boats and delivering boats — including the new Peterson 40, hiring new employees, and in general carrying on as though the Islander line of boats will be around awhile. They undoubtedly will.

Reports of Islander's death are a lot like those of Mark Twain's.

great talks — aug. 11

The Singlehanded Sailing Society invites prospective members — that means everybody — to a Society meeting August 11. They'll be no-host cocktails and spaghetti, but even better than that will be two superb guest speakers.

First is George Sigler who will recount and show film of his voluntary 56-day survival passage from San Francisco to (almost) Hawaii.

The second speaker will be Norton Smith, who won the 1978 Singlehanded TransPac in his Santa Cruz 27, *Solitaire*. Norton will be leaving soon to sail his new Wylie 21 in the singlehanded race from Britain to the Canary Islands to the Caribbean. (Amy Boyer will be sailing a Wilderness 21 in that race — more next month.)

The meeting will be at the Ballena Bay YC in Alameda, at 1144 Ballena Blvd. Have a drink at 6, and some spaghetti at 7. You can help out by calling Dick Folger at (415) 471-2957 and letting him know you'll want to eat — planning ahead, you know.

This is something you don't want to miss. We'll see you there!

THE LONG DISTANCE RACE

If golf writers can write about the 'great holes' in golf, we sure as heck can write about the great ocean races of the world. Right up there near the top we'd put the MORA (Midget Ocean Racing Assoc.) Long Distance Race. With pride it is referred to as the 'longest midget ocean race in the world'.

The first such race was held in 1966, and went from San Francisco to Newport Beach. Wayne Kocher, with Cal 28 *Sally Lightfoot*, was the winner. While the start has always been at San Francisco, the finish line has hopscotched from Ensenada to as far north as Morro Bay during the last 13 years. This year, as has become the trend, the finish line was at San Diego.

What makes it great? It's the fact that the race demands so much of both the boat and crew. You must be very fast in the frequently heavy and sometimes terrifying downwind surfing conditions in the first half of the race. Yet your boat and crew must also excell in the zephyrs approaching San Diego.

The most crucial part of the race is deciding when to terminate the circuitous offshore route and take the rhumb line to the finish. It is for that

reason that the most valued crewmember is a lucky tactician. For no matter how fast a boat has surfed in the early stages of the race, to head east toward the finish too early is to be doomed to the disaster of light air.

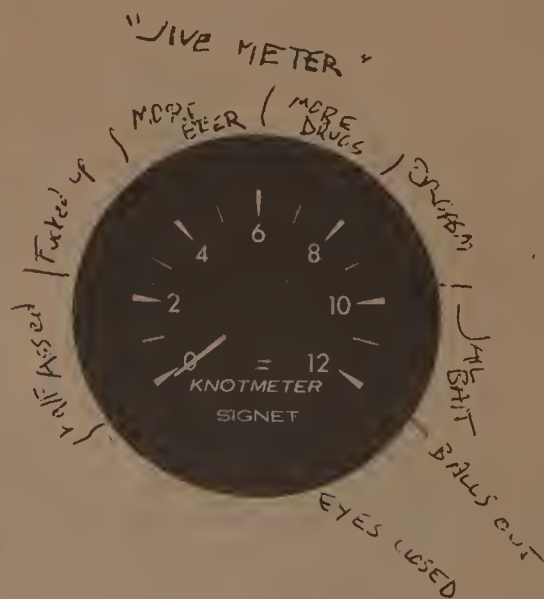
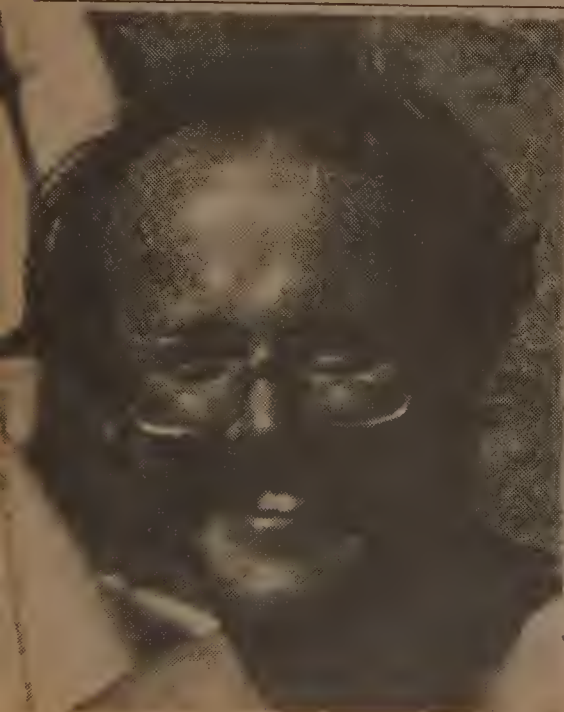
As in most downwind races there usually are two winners; first-to-finish and first on corrected-time. First-to-finish honors this year went to Terry Drew and the frogs on *Prince Charming*, Howard Spruit's 30-ft miracle in wood. The day before the race Drew had consulted *Latitude 38* for Kim Dusenbergs course recommendations after last year's race. Kim's advised going outside all the islands, advice that paid off for Drew with a 20-minute victory over Dan Radcliffe in the SC 27 *Yellowbelly*. *The Prince* and *Yellowbelly* were neck and neck at San Clemente, but *Yellowbelly* lost out by taking a shorter rhumb line course, a course that left her with too little wind.

It was nearly 6 hours later that the 3rd and 4th finishers crossed the line. 18 year-old David Hodges brought CF 27 *Foreplay* in two minutes — or less — ahead of Jay Schumann in SC 27 *Sorcerer's Apprentice*. [In terms of enjoying themselves after the race,



Dan Radcliff of "Yellowbelly"

The "Jive Meter" off one of the boats.



nobody even approached *Foreplay* and *Sorcerer's Apprentice*. Watching them, you couldn't help but wish you were still young and crazy.]

Radcliffe's *Yellowbelly* got revenge by correcting out first by a very comfortable 5 hour margin. *Foreplay*, whose oldest crew member was 19 year-old Joey Hulse, nipped Drew and *The Prince* for second. Jay Schumann took fourth, and Franz Klitza's *Bloody Mary* — another SC 27 — took 5th.

[In a dispute nobody cared to discuss,



A mob of the MORA crew on "Prince Charming" at the San Diego YC

John Dukat and Dave Mancebo's *Critical Mass* was not allowed to be an official entry in the race. They raced anyway scoring what would have been a second. The issue of their entry will be resolved at an August 13th meeting — it is possible they will be awarded second.]

The fleet got off to an aggressive start on June 30th with moderate winds. By Half Moon Bay the chutes were pulling the boats along at eight, ten, and sometimes 12 knots. It continued to

blow and John Tysell reported that his Cal 3-30 *Soufriere* was hitting 13 knots. "I don't think there's ever been a Cal 3-30 that has ever gone that fast before," said John. In winds building to 30 knots *Foreplay* was pegging her speedo at 12 and was estimating 15 knots. Norton Smith's 21-ft *Wylie American Express* was hitting 15 knots, and SC 27 *Bloody Mary* hit 17 knots several times. John Dukat on *Critical Mass* admitted there had been "an element of terror" in his Saturday night,

and most agreed with him to one degree or another.

But the wildest time of the race was had by *Yellowbelly*, *Prince Charming*, and *Sorcerer's Apprentice*, who far down the coast were sailing in very close company at a consistent 15 knots. *Apprentice* and *Yellowbelly* in particular were only two boat lengths apart, and things got hairy a couple of times. "*Yellowbelly* sailed over the top of us [*Apprentice*], so we came up to their weather quarter. They did a jibe-crash



Bloody Mary — Franz Klitza & Family

From left: Al Conrad, Paul Kamen, Suzanna and Mary Klitza. "Bloody Mary," with Yankée 30 "Wildfire," were the only two boats to make the race again after last year, in which the winds were hitting 40 to 50 knots. Mary was tempted to back out this year, but eventually decided to do it.

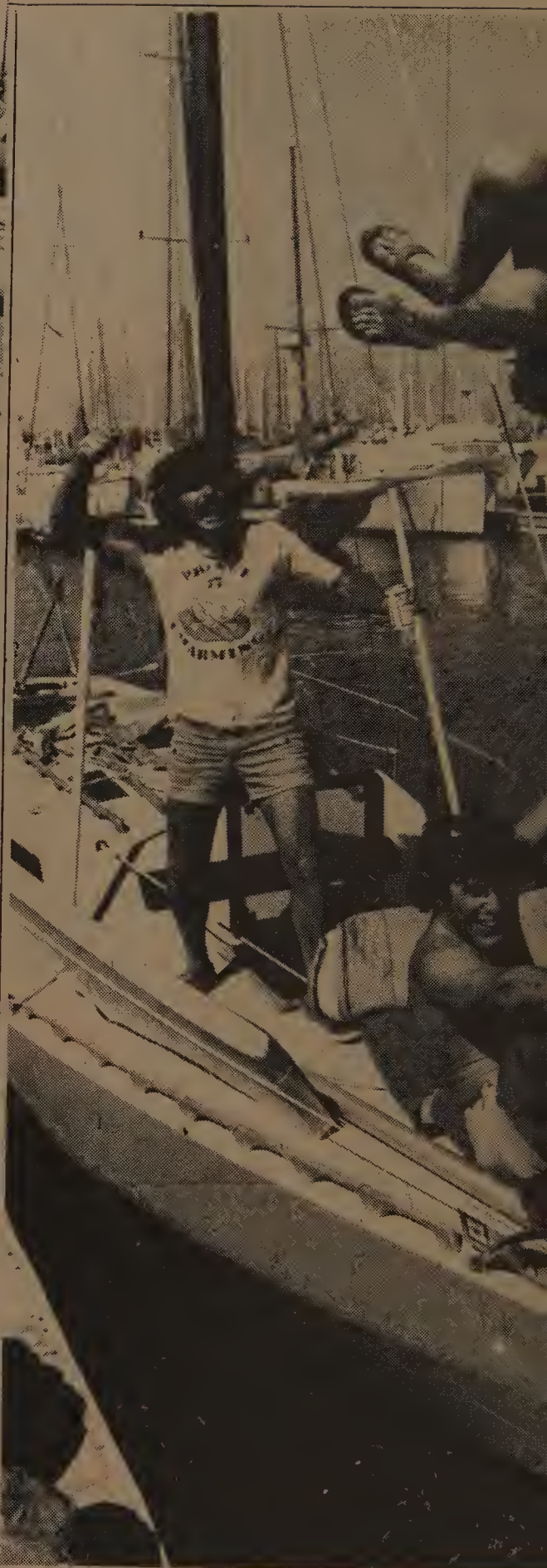
"Bloody Mary" may well have had the race won last year until they sailed so far south they hit the Coronado Islands — they're in Mexico — and couldn't make it back in time. This year, navigator Paul Kamen was going to be made to eat his wetsuit booties if anyone so much as saw Mexico. As a result, "Bloody Mary" tended to fade too much to the east and into lighter winds.

Soufriere — John Tysell

Pictured above are Mike Trimble, John Tysell, Greg Besser, Charlie MacDonald and Al Mogley. They had "a good ride down," and John claims the 13 knots they hit was as fast as any Cal 30-30 had gone.

All during the final day of the race, they sailed together with Norton Smith's Wylie 21. Soufriere was the first non-ultralight to finish, and took 6th on corrected time.

They tore a blooper, and ran out of electricity, but their worst hardship was "running out of bourbon."



Terry Drew —

Terry Drew really keeps his crew hopping on "Prince Charming", but it pays off. They had a 24 hour run of over 250 miles! Not bad for a 30-footer. That's Terry cracking the whip and Patrick Hughes working out on the headstay. The two on the bow are some combination of Peter Costello, Brian Carroll, and Matt Lezin.

They kept 'Prince' offshore and had 10 to 15



"Prince Charming"

knot winds the entire race until just off San Diego. At that point they had almost ten hours to make the finish and still break the record. The evening winds didn't show, and they didn't make it. Their outside course did, however, give them the best winds of any boat in the fleet.



Critical Mass — John Dukat/Dave Mancebo

Ian Klitza, Dave Mancebo, John Duckat (down low,) and Andy McCafferty. As of right now, their entry has not been accepted in the race, a matter that will be settled later this month. They could come out second, pushing "Foreplay" into third.

"We sailed the boat down, and pushed it," is the way they described their race. It must have worked, as they logged over 200 miles in the first 24 hours. They flew the chute as long as they could and hit 15 and 17 knots at times. After Pigeon Point, their next landfall was not until San Clemente Island — a good ways down the coast.

A fatiguing run, the crew was fortified with "Alameda Orange," which is an anti-scurvy citrus drink.

Sorcerer's Apprentice — Jay Schumann

The crew below identified themselves as 'Rock Hallucinogen,' 'Mark Naviguesser,' 'Submariner,' and 'Sport _____ in hand' aka, the 'Peanut Butter Kid.'

Their comments on the race varied from "I was scared" to "good, clean, wholesome fun" . . . to "balls to the wall" and "one real scary night."

Mark Naviguesser's greatest fear was freighters. Just before the start of the race, a 'friend' told him the story of the freighter captain who after pulling into port noticed sailboat rigging dangling in his anchor flukes. "Son of a bitch," he said, "we never even felt him." Consequently, Mark freaked everytime he saw red and green.

The boat's electronics were bummers. Brand new Signet DAD, Signet Log, and Seafarer Depthsounder — none worked. Of course, Mark might have had his wires crossed.



LINGSCH LOG

Michael Lingsch made the Long Distance Race with Norton Smith and Dave Leach on American Express, and periodically made entries into his tape recorder. Below is the transcription of that short tape.

Good morning world! Here we are going across the bay heading for Baker's Beach in the world's smallest boat. There's ended up to be 16 boats in the fleet, and we're on our way to San Diego, 425 rated miles away. We are the smallest and also the lightest boat.

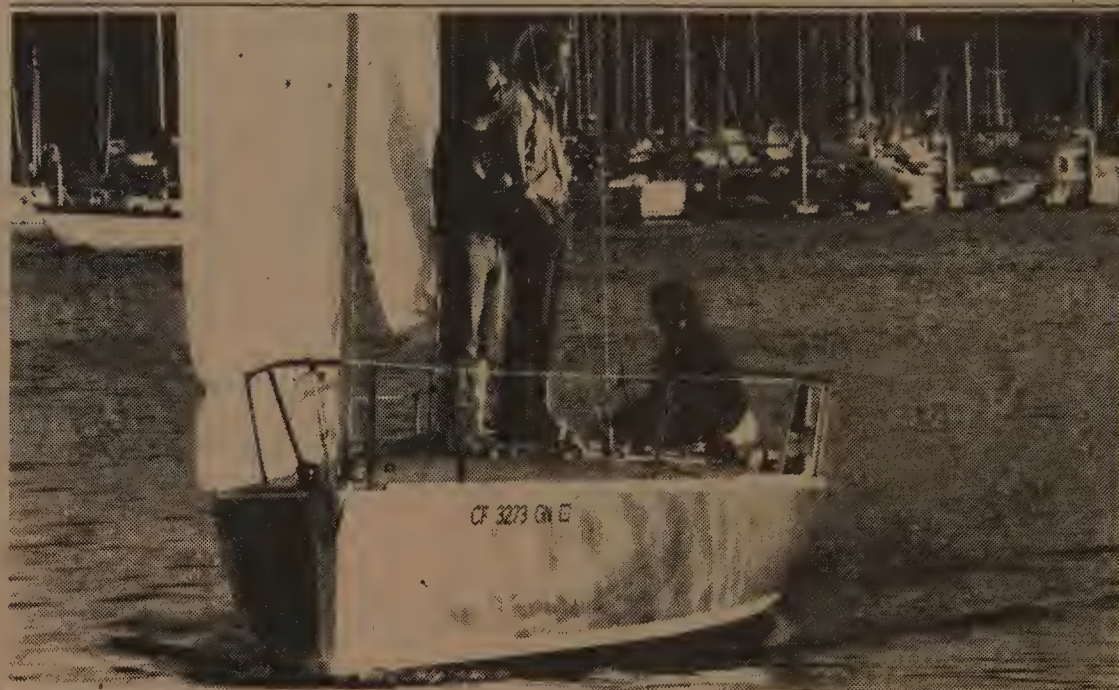
Aboard we've got Norton Smith the owner, myself Michael Lingsch, and Dave Leach — and we're *healing* over!

Hello! Hello! Hello! It's now 1720 which to real people is 5:20 in the afternoon. We're estimating we're about 15 miles below Half Moon Bay, and we're moving quite well. Doing 10's and 12's. The wind has piped up a bit — and we haven't even crashed once yet.

It's now 3 in the morning and we've had some rather interesting events. Uh, the wind has been building all the time and it is probably blowing 30 knots. At sunset there were some rather severe gusts and we broached probably about 8 times and finally had to take the spinnaker down. We continued and poled out the 130 and charged on. It got light again — down to about 25 — so we popped the chute again. We haven't been under 11 knots since I don't know when . . .

Dave and I had gone down below and when it got light had put up the chute while Norton drove. The wind kept building and building again, and finally we crashed rather severely, Dave and I being down below with the boat lying on its side. We managed to bend the spinnaker pole, and it probably took us 10 to 15 minutes to get everything straightened out on deck.

Now we've poled out on the 130 again with the whisker pole and ah . . . we're charging, and I do mean charging! It's like riding a speedboat, it's incredible! The stern wake, the



Dave Leach, Michael Lingsch, and Norton Smith, bringing "American Express" into the San Diego YC.

phosphorescence at 3 in the morning is just awesome!

We're doing a steady 12 knots. We've managed to do some 15's, but that's only with all three of us on the stern. The problem now is that if you don't have all three people right on the stern, the nose tends to dive at about 12 knots, so we've been trying to keep it under 12.

It's 1300 on Sunday and we're off Point Arguello and the wind has gotten very light. We can barely keep the chute filled, but we are still doing about 5 knots. Everyone has gotten some sleep now and is in a little better humor. The fiasco during the night cost us about a 3-foot gash in the spinnaker which we taped and sewed this morning.

We lost the spinnaker pole that was bent, so we've rerigged the whisker pole with line so we can carry the chute. So the chute is up, we're heading down to Arguello and it is light and we're hoping for more wind. But we don't know if we're going to get it.

Hello, hello! It's about 12 midnight now on Sunday night / Monday morning and we're just off of San Miguel Island and the wind is light. It's been

light almost all day and we've barely been moving along; we're doing 4 and 5 knots now with the chute up.

It's nothing exciting, life just goes on. It's ah . . . not too cold, it's not too windy, it's not too anything. It just keeps going. I just got off, I've been driving for a couple of hours and Norton came up now and life goes on.

[In a bright voice.] Hello world! It's 1900 on Monday and we're just abeam of Santa Barbara Island on our way to San Diego. It's been rather uneventful the last couple of days, we've been sleeping alot and we've been eating a lot and not going too fast. Hopefully we'll get some more wind tonight.

Well, well, it's 1100 on Tuesday, and we're 30 miles from San Diego and there's no damn wind. We've been fighting light air all morning and it's really burning us out. We've all been tired and this light air shit is just something else. Can't keep the thing moving, but we're doing the best we can. We're just trying to get there.

American Express finally did finish about 6:30 that evening.

and we almost T-boned 'em, whoa ho ha, ho whoa ha! If we hadn't swerved and wrapped our chute we would have nailed them, ho ha, ho!"

There was another interesting period when there were three Santa Cruz 27s sailing right close to each other. One was flying a full main and a chute, another was flying a reefed main and a poled out jib, the third flew only a reefed main. The verdict: they all surfed along at an identical 10 to 12 knots.

Most of the fleet continued to surf through the night, past Big Sur and down the coast. After 24 hours several of the boats were able to boast of 200 miledays. Despite the fresh winds, it was dry and even relatively warm out on the water.

The phosphorescence in the water delighted everyone. Most boats sported phosphorescent rooster tails that were perpetually about to leap over the transom and into the cockpit. At times it was so bright that the helmsman could gauge their speed by the change in illumination.

For many the endless surfing and planing was a delightful new experience. Paul Kamen on *Bloody Mary* remarked, "I didn't think you could spend so much time surfing and planing. As soon as you'd lose one wave, you'd catch another. This must be what happens to Laser sailors who go to heaven, they get the tiller going downwind in 25 knots and surf forever and ever."

In general the ultralights achieve their greatest stability while surfing, but even so it takes constant vigilance at the helm as well as a feather touch. This makes folks hungry, and most boats seemed to have warm and respectable meals. There were melons for breakfast, Chef's salads for lunch, sweet & sour, pork, roast beef, and other entrees for dinner. Of course not all of it was eaten. Suzanna Klitza on *Bloody Mary* was about to bite into her dinner when they did their only leeward broach and broke the spinaker pole. A game crew, she hung on to her plate, but the dinner flew off, past her ear and into the water. Eventually

the speeds and fatigue spaced some crews out, and there were reports of one crew who used his beef stew to 'paint' pictures on the deck. C'est la sea.

What goes in must come out, and if our readers can keep their minds out of the scatological depths, pooping while surfing was a widely discussed topic. Some tried the pulpit but found their legs went to sleep. Some strapped safety harnesses to the vang or the backstay and hung off the side or the stern. Santa Cruz 27s have 'steps' on the transom, and while this 'position' was assumed during the Nationals, nobody appeared ready to risk it at higher speeds. Generally it was conceded that the best method was squatting, in the cabin, on the old plastic bucket. Even a simple leak off the transom was difficult at high speeds, for once in position, it was not always possible to find the appropriate apparatus.

As the boats began to reach Point Arguello the winds dropped. Those less than 30 miles off the coast slowed down drastically, while boats taking the more circuitous offshore route were blessed with better winds that stayed strong longer. Conception was not nasty at all, and the seas became calm. *Bloody Mary* for example, reported a fabulous

sail, surfing all day and night in smooth water under chute and blooper all the way to San Clemente island.

Somewhere near San Nicolas Island each boat was faced with the decision of either cutting between Catalina and San Clemente straight for San Diego or to keep outside and sail around Clemente. Last year it paid to cut inside, but this year it was advantageous to stay offshore. *The Prince* clipped *Yellowbelly* this way, and while *American Express* reported doing 6 knots going inside, *Critical Mass* was getting 10 going the long way. The last 100 miles were slow, frustrating miles for all the boats.

After finishing and tying up to the San Diego YC, the crews sat around and swapped tales, waiting for the remainder of the fleet. Three boats never arrived, having dropped out in Santa Barbara. J-24 *Hot Tub* had rudder problems, SC 27 *Giant Killer* had blown her chutes, and SC 27 *86ed* had some mechanical problems. There were no injuries to speak of.

The 16 boats that hit the starting line — many of them late entries — made for a super turnout for a TransPac year. But then again, the MORA Long Distance is a great race.

latitude 38

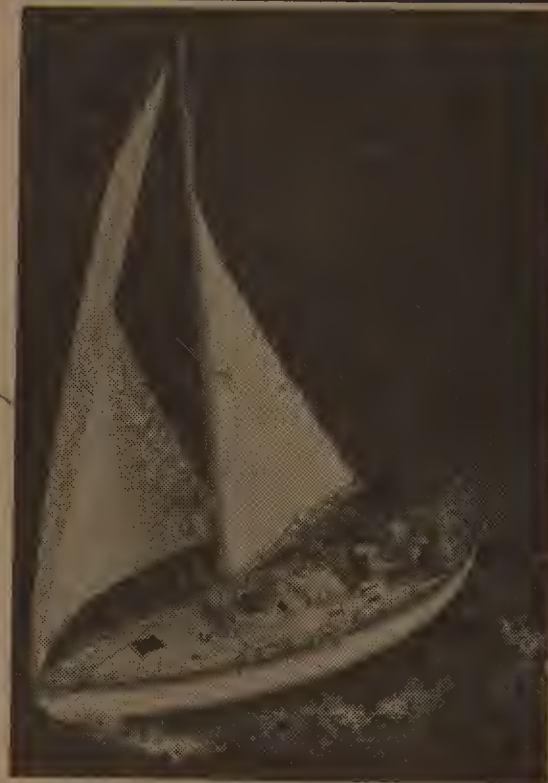
LONG DISTANCE RACE RESULTS

	TIME	BOAT NAME	SKIPPER	BOAT
1.	54 03 30	Yellow Belly	Don Radcliffe	SC 27
2.	59 08 30	Foreplay	David Hodges	CF 27
3.	59 19 41	Prince Charming	Terry Drew	Spruit 30
4.	59 53 27	Socerer's Apprentice	Jay Schumann	SC 27
5.	60 38 35	Bloody Mary	Franz Klitza	SC 27
6.	61 29 42	Soufriere	John Tysell	Cal 3-30
7.	61 30 28	American Express	Norton Smith	Wylie 21
8.	74 25 45	Slow Dancer	Dennis Beckley	SJ 24
9.	75 41 25	Obsessed	Don Tucker	Santana 30
10.	75 44 18	Wildfire	Carl Ondry	Yankee 30
11.	75 48 54	Rampage	Bob Sleeth	Cal 2-30
12.	80 46 00	O.J.	Wally Hansen	J-24
13.	DNF	Hot Tub	Bill Hecht	J-24
14.	DNF	86 ^{ed}	Rolf Soltau	SC-27
15.	DNF	Giant Killer	Terry Smith	SC-27
★	55 16 50	Critical Mass	Dukat/Mancebo	Mancebo Custom

★ — PROTEST PENDING

FREYA 39

"I've sailed on hundreds and hundreds of different sailboats in my life, and I can honestly say that I've never been on a better cruising boat than the Freya 39."



THE FAMILY CRUISING YACHT

When Carolyn and I started work on the Freya 39 five years ago, we wanted to build a good cruising boat for ourselves.

That meant plenty of interior space for the two of us, for our son James, and our dog Block.

It meant that the boat had to steer well under a vane and be easy for two people to handle.

It also meant that in addition to having a full keel and being stiff and dry, she *had* to be fast.

In the last two years my family has put over 6,000 ocean miles on various Freya 39s. We've been as far north as the San Juans, and as far west as Samoa — with lots of islands, anchorages, and races in between. We still think she's the best cruising boat we've ever seen.

So, if you're thinking about purchasing a performance cruising boat — perhaps a Valiant 40, Peterson 44, Pearson 40, or Cal 39 — why not take a few minutes to compare the Freya 39? Compare the hull lay-up, the interior space, the hardware.

We're proud of our family cruising boat, and we think you'd be proud to own one.

See the Freya in the
San Francisco
Bay-in-the-Water Show,
September 7-16th.

Freya 39's are
strong, safe,
comfortable,
and fast.
They have
to be.



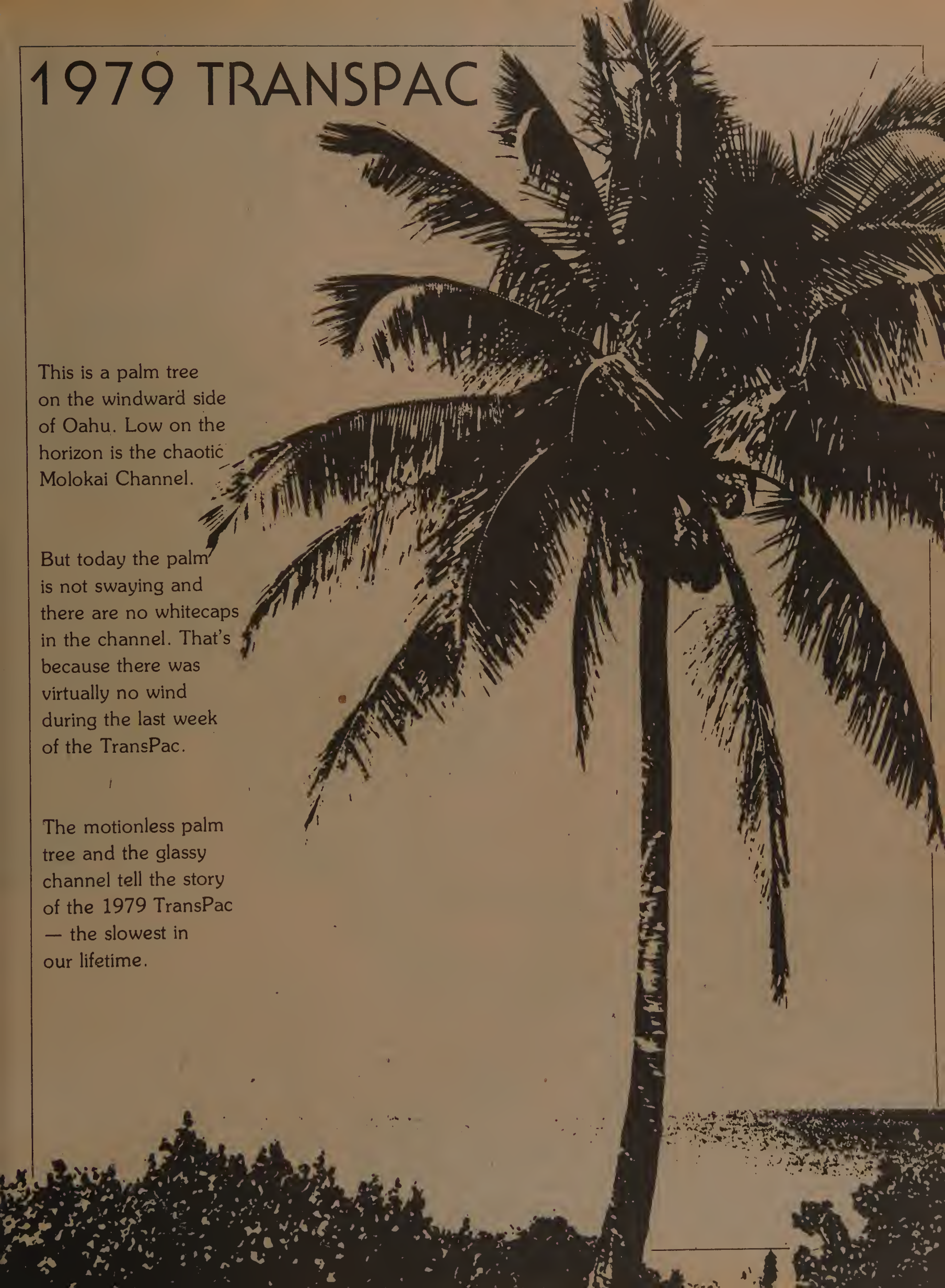
I build them
for my wife,
Carolyn, son
James, dog
Block, and
myself.

GANNON YACHTS

(707) 762-2865

P.O. Box 1058, Petaluma, Ca 94952

1979 TRANSPAC



This is a palm tree on the windward side of Oahu. Low on the horizon is the chaotic Molokai Channel.

But today the palm is not swaying and there are no whitecaps in the channel. That's because there was virtually no wind during the last week of the TransPac.

The motionless palm tree and the glassy channel tell the story of the 1979 TransPac — the slowest in our lifetime.



After a long slow sail on first-to-finish "Drifter", watch-captain John Andron and navigator Stan Honey hit the beach. Andron picks up the phone and turns his attention to business. Honey casts his eye on something sweeter.

Monday — July 9

We got to Honolulu on July 9th, nine days after the start of the TransPac, worried we were too late to catch the first finishers. After all, in 1977 Merlin established a new record of 8 days, 11 hours and 1 minute. Besides that, the first-to-finish fleet this year was the strongest ever: *Merlin*, and arch-rival *Drifter*, two-time winner *Ragtime*, former record-holder *Windward Passage*, and the big new threat — *Christine*.

Without a doubt this was the best off-

the--wind fleet ever assembled, prompting TransPac YC Commodore Walter Hoffman to proclaim: "I expect records to fall in all directions, and am looking forward to this being the fastest race in the history of the TransPac."

After battling the airlines, stewardesses, and bus drivers, we arrive — albeit blown away — at the Ilikai Hotel, race headquarters. Has anyone come in yet? Down at the foot of the hotel elevators is a 10 x 20 foot chart of the race route, on which are affixed little pennants indicating the position of each

boat in the fleet. Gawd almighty! Nine days into the race and the leader, *Drifter* is still 522 miles out! Second place *Ragtime* is almost another hundred miles back, and *Passage*, *Merlin*, and *Christine* are way back there. Most of the fleet is doing much worse, having not even hit the halfway point of the 2,225-mile race.

Lots of people are shuffling around the chart bemoaning their fate. Only four boats out of the 86-boat fleet are expected in in less than 15 days — a miserably slow time to be sure. In 1977,



overlooks the Ala Wai yacht harbor where the boats will come in, and has a panoramic view of the Pacific. It's obvious why it is taking the boats so long — there's no damn wind out there.

A few tables over we spot an attractive woman who seems to be the only happy person in Honolulu. She's Wendy Moloscho, wife of Harry Moloscho. Their boat is *Drifter*, and it has as comfortable a lead as any boat has had in many a TransPac. Wendy wears a bikini bottom and a T-shirt top that proudly displays her affiliation. "Go Harry" is stenciled over her bosom. On the back it says: "Drifter is Swifter". It may sound tacky, but it had a family-affair warmth to it.

As we order drinks, things continue to deteriorate. The strawberries in the 'Strawberries and Cream' we get cost 63 cents each. The *Chi-Chi's* are all sugar and no rum — we'll go to the dentist sober!

This is costing us a lot of money, but dammit, we shall make the best of it. We pick up the paper and begin to research some Hawaiicana. Item: A young Finnish dental assistant is raped by 15 locals. The oldest is 16 years-old and has been convicted of more than ten serious crimes — he is released to his parents. Wonderful. Item: A bank is

robbed in Honolulu, the 3rd in 3 days. Super. Third item: The U.S. wants to bury nuclear wastes on Palmyra, an island on the equator between Hawaii and the Cooks. Twelve Pacific countries are pissed and tell Carter to bury the wastes in the Arizona desert. Who can blame them?

Stone sober we stroll on down to TransPac Headquarters, located in a two-story building in the middle of the Ala Wai yacht harbor. As at the hotel there is a huge status board with pennants giving the location of each boat. In addition there are colored plaques which identify the each boat's class, skipper, navigator, and crew. We notice a Chris Curlett on *Chutzpah*; in the race program there is a Chris Corlett listed on *Brown Sugar*. There are all kinds of little mistakes like that, but in general it is a very effective system for getting information to the public.

There are also boards which hang from the veranda which indicate the class and fleet leaders and the distances the leaders are from the finish. Naturally there are all kinds of people hanging around in this area — half of them it seems are from Santa Cruz. Collectively they appear a little glum; of the Santa Cruz boats only *Mondo* seems to be doing well. *Merlin* has sailed into a giant

The lei stand is open 24-hours a day so that hosts may purchase leis for arriving crews at any hour. It's just part of an incredibly well organized event.

61 out of 63 boats made it in less than 14 days. The TransPac record will fall, but in the wrong direction.

Everyone had problems. Hotel accommodations will soon be up. Plane reservations will not be able to be kept, and with the grounding of the DC-10s, the few available seats will go fast. Husbands in the mid-Pacific are going to be late for jobs, for court dates, for other races, not to mention Island vacations with wives. What a mess.

There is only one thing to do: head for the bar. The bar at the Ilikai



TRANSPAC

hole and hasn't moved in days.

Current handicap leader in the fleet is *Jader*, an 80-ft ketch. Who the hell is she, somebody asks. The boat turns out to be a 'cruising' sister-ship of *Kialoa*, from the east coast. They eat well on *Jader* — one of her two cooks will later tell us the 20-person crew put away \$135 of shrimp in one night. But maybe they eat too much; they run out of food and water as they cross the finish line. But, fat as they may be, they still go on to surprise everyone and win Class A as well as take 8th in the fleet.

In second place is — what's this? — *Race Passage* John Merrill's Swan 44 from the San Francisco YC. Mrs. John Merrill Jr. and Mrs. John Weismuller Jr., their husbands aboard, are ecstatic. Their joy will not last. *Race Passage* sails into a hole and drops from 2nd to 58th in the next three days. A further indignity awaits her near the finish when she sails down the wrong channel and eventually has to beat back 10 miles to regain the correct course to Honolulu. She will take 16th in Class C.

But if people could feel sorry for *Race Passage* they could cry a river for *Rapid Transit*, a 61-ft Eva Holman design built in England. *Rapid Transit's* 24-hour run is a sub-dulcitory 46 miles — an average of 1.94 knots. The computer

calculates her ETA to be August 1st. With this news everyone heads for the bar to order doubles.

Tuesday, July 10th

We're up bright and early, overloaded with sugar and optimism. It's unfounded. Looking out from our 8th floor balcony, the Pacific is still. The smoke from a freighter drifts straight up. There is no sea, there is no chop, there is no surf. The only sounds are the profanities from the tennis courts below.

But the fleet is hundreds of miles to the east, and we're hoping they'll bring the trades down with them. When we check the status board that morning we begin to feel sick. The only boats that are moving are the five way south: *Drifter*, *Jader*, *Zamazaam*, *Arriba*, and *Miyakadori III*. The other 80 boats are doing worse than their previous snail's pace.

Merlin, *Christine*, and *Passage* — boats capable of 300 miles a day are doing 85, 116, and 86 miles respectively. More than half the fleet has ETA's of over 20 days. As if to add insult to injury the airliners are now landing east to west, meaning what little wind that exists is blowing the wrong way.

We bullshit with two other guys who are checking the board. One owns the

big boat yard in Long Beach, the other lives on his boat in Ala Wai. They confirm that the boats had got off to what looked like a record-breaking start, and that *Merlin*, *Windward Passage*, and *Drifter* had all had the lead at one time or another. They broke the news to us that two boats, *Naiad* and *Tahuna* had been dismayed in some gusty winds off California. The guy from Hawaii explained in an authoritative voice: "There were 60 knot winds and 40-ft. seas." The guy from Long Beach and I allowed that that was, pretty typical California weather.

It was right about then that race headquarters released a weather update from *Windward Passage*: Winds, 0 to 4 knots. Seas, calm. We couldn't stand it, and went off to buy a paper and research more Hawaiiana.

Item: Two European astronomers are mugged by local hoodlums on the big island. Item: Two soldiers come to the rescue of a woman whose purse was snatched. They are beaten by a mob of locals. Item: Another bank is robbed in Honolulu. We turn to the weather page, and look to the satellite photo for encouraging news. The caption under it reads to the effect: The weather service has never seen a photo quite like this, we have no prediction.

We travel light — the clothes on our back and an extra pair of slaps — but since we'll be here a while we head for the Ala Moana Shopping Center. The place works on us like Novacaine. It's a hybrid of the teaming, sultry back streets of Hong Kong and the Sun Valley Mall in Concord. Mobs of people are sweating, eating, pushing and crying — in that order. Capitalism is booming at Ala Moana.

Our favorite shop in the mall is the New York hot dog and fruit juice concession, operated by a fat former New Yorker. He fits in Hawaii like an iceberg. A tourist orders a \$1.50 fresh orange juice, then gags and spits it out as though she had been poisoned. He gives her an orange soda instead, "Now this," she announces, "is really good!" It happens all the time, he tells us.

One of the many beautiful beach-side camping grounds on Oahu. To the right; Class D winner, Ulf Werner, and "Brown Sugar's" host, Gail. She, like all the other hosts, knocked herself out doing a great job.





Back at the Ilikai the folks waiting for the fleet are getting testy. Everyone has had their fill of the lighting of the torches, the blowing of the conch shells, the Hawaiian singers and all the other tourist hoopla. They either want the fleet in quickly or stronger drinks. It will be an eternity before either wish is fulfilled. Only Wendy Moloscho is smiling. Some head for Maui, some Kauai, and some have no choice but to return to the mainland. The rest go to the bar.

A couple of sailing stories are told. Our favorite involved Jake van Heeckeren's sister after Jake had raced over on a Cal 40. After the boat was berthed, the owner had a full-sized garbage can of Mai Tais put up on the bow. Somehow Jake's teetoling sister thought it was dirty water or something and poured it overboard. There was near mutiny. Some parts of the tale may vaguely resemble the truth.

That story brought the conversation around to Class D, which Ulf Werner's *Brown Sugar* was leading at the time, with the northern-California-crewed *Chutzpah* in second. There is a strong rivalry, with some of *Chutzpah*'s former crew on *Brown Sugar* hoping to keep

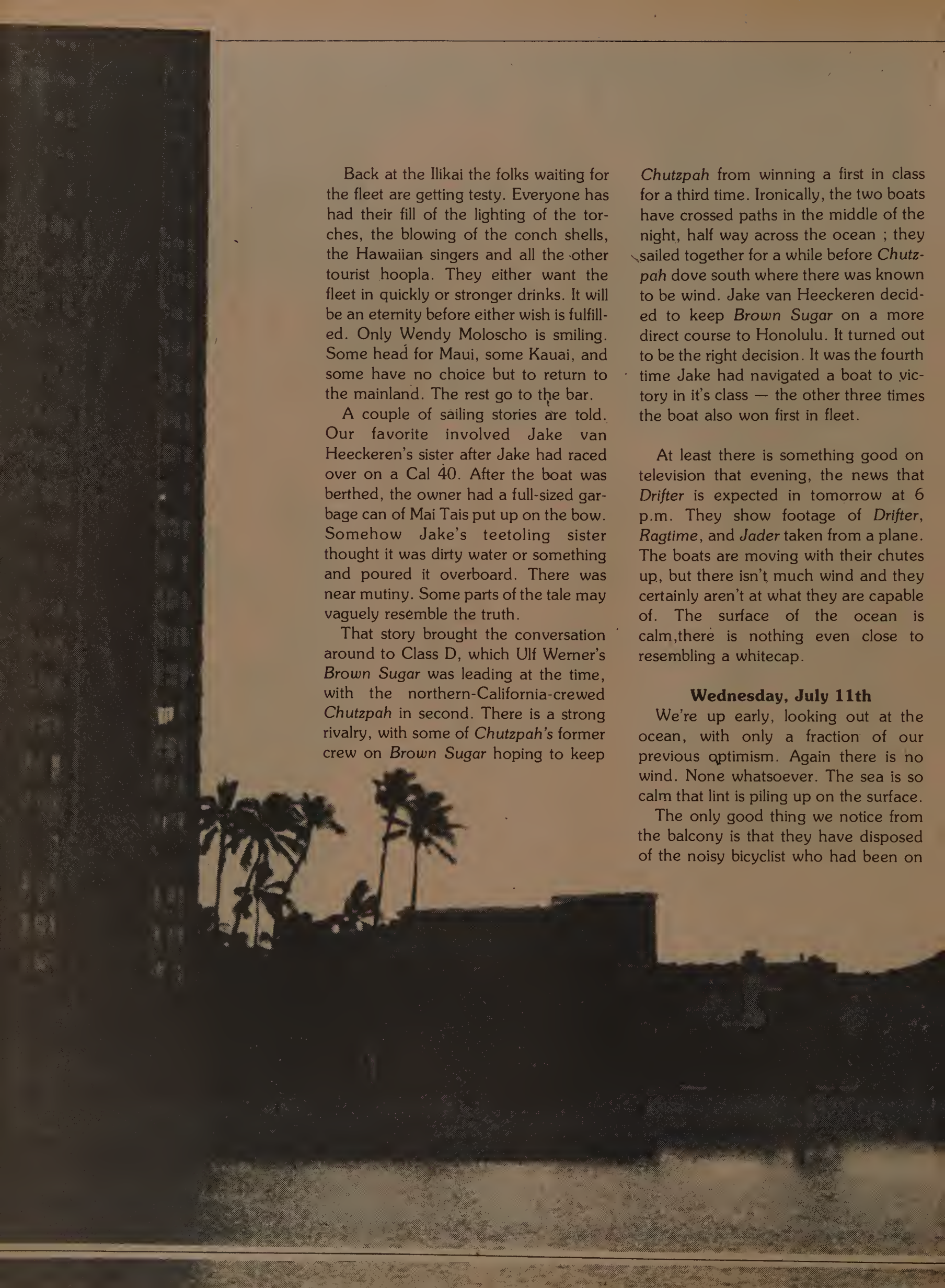
Chutzpah from winning a first in class for a third time. Ironically, the two boats have crossed paths in the middle of the night, half way across the ocean; they sailed together for a while before *Chutzpah* dove south where there was known to be wind. Jake van Heeckeren decided to keep *Brown Sugar* on a more direct course to Honolulu. It turned out to be the right decision. It was the fourth time Jake had navigated a boat to victory in it's class — the other three times the boat also won first in fleet.

At least there is something good on television that evening, the news that *Drifter* is expected in tomorrow at 6 p.m. They show footage of *Drifter*, *Ragtime*, and *Jader* taken from a plane. The boats are moving with their chutes up, but there isn't much wind and they certainly aren't at what they are capable of. The surface of the ocean is calm, there is nothing even close to resembling a whitecap.

Wednesday, July 11th

We're up early, looking out at the ocean, with only a fraction of our previous optimism. Again there is no wind. None whatsoever. The sea is so calm that lint is piling up on the surface.

The only good thing we notice from the balcony is that they have disposed of the noisy bicyclist who had been on



the pavement the night before. This unfortunate soul kept falling off his bicycle and spilling the contents of its little basket. It was a horrible ordeal repeated over and over, where he would carefully repack everything, climb back on the bike, lift up his feet, and fall over again. The first ten or fifteen times he bawled "Why me god, why me?" As the evening wore on he decided that Skylab was the source of his troubles — "Damn you Skylab, damn you junk in space." A consensus of the thousands watching from the Hilton and Ilikai hotels would have put the blame on alcohol.

A morning check of Hawaiicana indicates the normal cultural activities. A woman is found stabbed to death in a busy jewelry store. Two teenagers try and rob an army ammo dump and critically wound two soldiers who discover them. And of course there's the daily bank heist.

A check of the weather satellite photo in the paper sheds no new light on the situation. The day before the weather service said it was so weird they couldn't figure it out. Today they say it is even stranger than yesterday. It is crazy, there are arrows going everywhere.

With *Drifter* not expected in until 6 p.m., this turns out to be a perfect day to inspect the various harbors on Oahu, of which we already know there aren't very many. After the rent-a-car counter girl nearly breaks our arm off in determined effort to sell us extra insurance, we head off.



"Bravura", Irv Loube's beautiful Frers makes an early morning arrival.

What a fabulous surprise awaits us! You always hear what a disaster Honolulu is — and make no mistake, it is — but the rest of Oahu is just great. It's sparsely populated and everybody keeps everything clean and tidy. There is all kinds of crazy vegetation and the topography is magnificent. All along the north and west shores are large campgrounds. Many of them have large grassy areas to pitch a tent, places to cook, and white sandy beaches facing the ocean. We think we have a good tip for cruisers — when you come to Ala Wai and get cabin fever, grab your sleeping bags and do some camping.

Well, maybe not. At the risk of sounding morose, numerous people tell us that campers are being hassled more and more all the time. Muggings, thievery, and other unpleasant incidents are becoming commonplace. And not just on Oahu. One of the crew members to sail *Wings* back to the bay area reported problems while camping on Kauai.

While driving along the north shore we came to the famous surfing spot, Waimea Bay. Fortunately it was summer when waves don't break there, because anchored in the middle was *Waverider*, a boat owned by a descendant of Captain Cook. Cook had discovered the Hawaiian Islands exactly 200 years ago and this gentleman was retracing the three famous Pacific voyages. (More next month.)

There was one small craft harbor on the north shore, Haleiwa. There was

another we visited on the west side called Pokai Bay. Both harbors were quite small — 25 boats or so, mostly for little powerboats. No matter, back at Ala Wai boat owners tell us that you don't go to those harbors if you are white. Why is that we wondered? They just laughed and said, "you just don't, there's trouble."

We don't know if people are exaggerating the negative aspects of things, but it didn't sound good. We talked with

There's still some magic in the Mark Spitz name. The announcement of his name brought this lady bearing a big smooch. Then again, it may have been his wife.



FLEET SHEET

We thought our readers might be interested to see how the fleet was distributed ten days into the race, how they separated to the north and south. The dots indicate where boats reported their position at 5:00 a.m. on July 10th. In paranthesis, we have indicated the amount of miles they reported during the previous 24 hour period. Class winners, the first three, are printed in caps.

Not every boat appears on the chart, but all boats in the lead, to the far south, or far north are recorded. The boats left out are mostly in the crowded area around *Brown Sugar*.

The diagonal line is the 'rhumb line,' if you will; the lines which intersect it are at 200 miles, 500 miles and 750 miles. Redhead is at about the 1000 mile mark.

CORRECTED TIME ACTUAL TIME

Class A			
Yacht	Day/Hr./Min./Sec.	Day/Hr.	
Jader (S&S 80')	12 00 25 44	13 01	
Drifter (Moloscho 70')	12 02 25 09	11 18	
Natoma (Rhodes 57')	12 08 10 26	14 17	
Ragtime (Spencer 65')	12 08 51 34	12 09	
Swiftsure (Frers 58')	12 14 25 02	14 14	
Temerity (Rasmussen 50')	12 20 22 52	15 01	
Chasch Mer (Santa Cruz 50')	12 21 33 59	13 23	
Sunset Blvd. (Holman 53')	12 21 47 45	15 05	
Checkmate (Peterson 50')	12 21 52 28	15 04	
Macobl (Swan 57')	12 22 54 43	15 06	
Warrior (Chance 50')	12 23 59 11	14 23	
Native Son (Custom 50')	13 00 51 02	15 05	
Sorcery (C&C 61')	13 04 03 47	14 16	
Cannibal (Cutter 52')	13 05 45 18	15 10	
Merlin (Lee 67')	13 07 13 55	13 01	
Rapid Transit (Holman 61')	13 07 38 03	15 01	
Christine (Custom 84')	13 07 47 47	13 11	
Windward Passage (Guerney 72')	13 08 00 19	14 02	
HMCS Orlole (102' Ketch)	14 03 45 00	15 10	
Sumatra (Lapworth 50')	13 08 00 37	16 03	

CORRECTED TIME ACTUAL TIME

Class B			
Yacht	Day/Hr./Min./Sec.	Day/Hr.	
Arriba (Choate 46')	11 14 42 51	14 11	
Miyakadori (S&S 54')	11 18 44 53	14 12	
High Roller (Peterson 44')	11 22 05 29	15 06	
Zamazaan (Farr 53')	11 22 16 06	14 08	
Bravura (Frers 51')	12 04 40 54	14 20	
Zig Zag (Peterson 44')	12 05 03 58	15 12	
Tula (S&S 49')	12 08 11 18	15 11	
Uin Na Mara (Farr 42')	12 11 00 23	16 05	
Shamrock (S&S 52')	12 12 04 22	15 16	
Aleta (Peterson 46')	12 13 46 29	15 15	
Whistle Wing (Peterson 53')	12 14 52 08	15 05	
Kristen (Mull 55')	12 17 02 53	15 05	
Panache (Lee 40')	12 17 57 01	15 04	
Russlan Wood (Turner 38')	12 18 33 35	16 13	
Nero (Custom 46')	12 18 54 49	15 16	
Slete (S&S 53')	12 21 43 48	15 11	
Andlamo (Swan 55')	13 02 16 54	16 11	
Triumph (C&C 53')	13 02 55 18	16 06	
Nalu IV (Lapworth 48')	13 06 05 29	16 05	
Sea Nymph (Custom 44')	13 33 30 50	17 13	

CORRECTED TIME ACTUAL TIME

Class C			
Yacht	Day/Hr./Min./Sec.	Day/Hr.	
Secret Love (Swan 44')	11 19 00 17	15 05	
Wings (Serendipity 43')	11 23 50 08	15 09	
Mondo (Santa Cruz 33')	12 01 45 09	16 04	
Bandido (Tartan 41')	12 05 26 25	16 07	
Mamle (Carter 2 ton)	12 05 52 45	16 07	
Flamboyant (Cal 40')	12 08 06 10	16 09	
Chaparral (Cal 40')	12 08 39 17	16 14	
Firebird (Cal 40')	12 09 45 09	16 15	
Whisper (Cal 40')	12 10 31 29	16 12	
Sirocco (Cal 40')	12 11 22 35	16 11	
Flying Cloud (Cal 40')	12 11 45 43	16 15	
Nomi III (Peterson 41')	12 12 38 45	16 12	
Red Head (Cal 40')	12 12 39 09	16 18	
Victoria (Cal 40')	12 12 54 56	16 18	
Midnight Special (C&C 39')	12 14 18 17	16 17	
Race Paggase (Swan 44')	12 15 52 09	16 12	
Carrera (Holland 40')	12 16 03 35	16 18	
Dakar (Peterson 43')	12 18 52 56	16 13	
Tenacity (Cal 39')	12 19 37 51	16 22	
Concubine (Cal 40')	12 20 43 23	17 01	
Williwa (Cal 40')	13 03 28 14	16 22	

CORRECTED TIME

Class D			
Yacht	Day/Hr./Min./Sec.	Day/Hr.	
Brown Sugar (Peterson 38')	11 22 24 25	16 03	
Bingo (CF-37')	12 00 33 57	16 13	
Chutzpah (Lee 36')	12 02 16 49	16 12	
Zeus (Carter 39')	12 04 06 41	16 13	
Sweet Okole (Farr 1 ton)	12 04 43 57	16 08	
Sceptre (Swan 41')	12 06 50 15	16 19	
Cottontail (CF-37')	12 06 49 53	16 19	
Regardless (Tartan 41')	12 07 29 58	16 15	
Bones VI (C&C 38')	12 08 03 39	17 01	
Tres Hermanes (Cal 2-39')	12 09 30 01	16 15	
Ruffian (Custom 36')	12 12 49 16	16 18	
American Flyer (Standfast 40')	12 14 06 04	16 20	
Tinsley Light (Mull 36')	12 19 09 10	17 09	
Troublemaker (Heritage 1 ton)	12 20 12 09	17 11	
Quamichan (Islander 36')	12 22 21 39	17 05	
Severn (Ludders 44')	13 05 03 44	17 12	

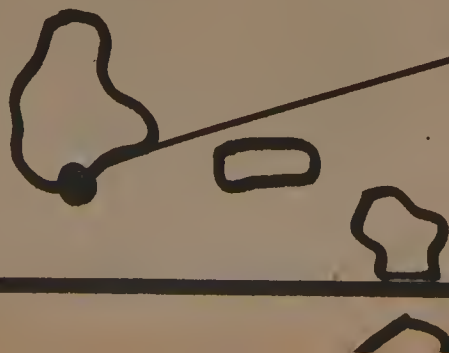
Fleet Honors

1. Arriba
2. Miyakadori III
3. Secret Love
4. High Roller
5. Zamazaan
6. Brown Sugar
7. Wings
8. Jader
9. Bingo
10. Mondo

(212) ● Ragtime

(199) ● DRIFTER

(182) ● JAD



This year's race drove the crews to their limit. Here on "Windward Passage", one man uses the coffee grinder base for a foot stool, the other sleeps with his hand draped over the handles. Thank heavens for lawn furniture!



PHOTO BY MIKE TURNER

● Swiftsure

● Regardless

(109) ● Quamichan

(114) ● Whistle Wing V

(105) ● Andiamo

(107) ● Panache

● Midnight Special

(123) ● Kristen

● Redhead

(114) ● WINGS

● Sweet Okole

● Concubine

(117) ● BROWN SUGAR

(99) ● Troublen

(98) ● Zeus

● Tinsley

(86) ● Bones IV

(116) ● Christine

● Nalu IV

● Sea N

● Race Passage

● Ruffian

(124) ● Casch Mer

(111)

(84) ● Checkmate

● Uin Na Mara

● BINGO

● Carrera

((97) ● HIGH ROLLER

(118) ● CHUTZPAH

● Severn

(86) ● Windward Passage

(101) ● MONDO

(85) ● Sorcery

(46) ● Rapid Transit

● Sumatra

(99) ● Bravura

(85) ● Native Son

● Flambuoyant

(102)

(99) ● Warrior

(136) ● NATOMA

● SECRET LOVE

(106) *

(133) ● MIYAKADORI

(147) ● ARRIBA

(177) ● Zamazaan

● Merlin



"Brown Sugar's" crew may not have been pretty, but they were fast. From the left: Jeff Madrigali, Ulf Werner, Jake van Heeckeren, Jim Gannon, Jock McClean (??), and Cliff Stagg.

1947.

You won't see *Drifter's* finish on the cover of the 1981 TransPac program, for it was not the traditional surfing-past-Diamond-Head-at-20-knots number. No, she had to creep down the channel, tacking all the way, carrying a lifeless genoa and a limp main. Only the full moon had been spectacular.

In the days to come there will be some who belittle *Drifter's* victory in view of the light winds. Moloscho would have much preferred a shot at the record, but he said in many ways this was a much tougher race, that it required more thought and less reflex. "It

Doug Vann, a former fellow Bounty II owner who spent a year berthed in Berkeley. He now lives on his boat in Ala Wai and he suggested that Kaneohe Bay up around the corner from Diamond Head was a nice sail. There's a yacht club there — and a military base — and everything seemed hunky-dory. Doug likes to sail to Lanai for his weekend trips.

Our unabridged and authoratitive investigation complete, we arrive back at Ala Wai at 5 p.m in plenty of time for *Drifter's* triumphant arrival. She doesn't make her 6 p.m. ETA. Oh well, we scramble off to get a hot dog. The waitress writes "Aloha" with mustard on the weiner. Midnight rolls around, and *Driftre* misses yet another ETA. It's another day.

Thursday, July 12

A sign on the status board warns people that boats generally arrive ahead of their ETA's because the computer doesn't take into account the normal increase in windspeeds near Oahu. It's 2 am. and *Drifter* has missed yet another ETA. They say she'll be in at 4 am. They must think we're stupid, we've heard them cry 'Wolf' and hit the sack.

We're up at 6 am. and *Drifter* is tucked in her berth. She came in at 4. We've missed it, but we're told it was a rather quiet arrival. It has taken her 11 days and 18 hours, the slowest time since

Below: "Windward Passage" at Ala Wai, facing the rest of the harbor and the Ilikai. It was hot, sticky, and Saturday.

At right: "Windward Passage" out in the Pacific. You can judge how calm it was by the fact Mike Turner could take this picture without a flash.



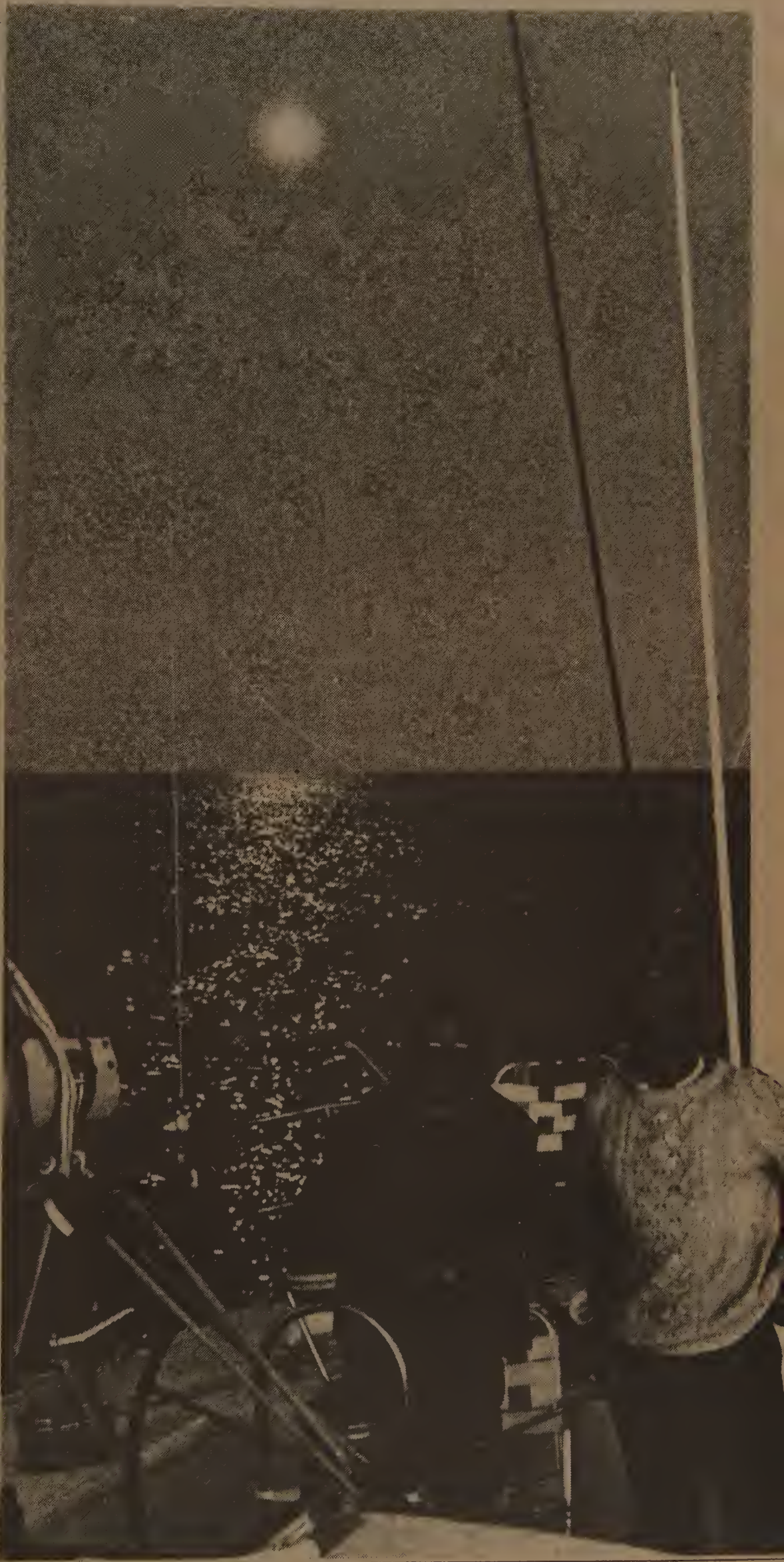
helped to have the fastest boat," he said. *Drifter* deserves credit for sailing an intelligent race, they finished first because they sailed smart, not because they were lucky.

There were two northern California sailors aboard *Drifter*, watch captain Jon Andron and navigator Stan Honey. As navigator Stan told us he had two important functions; one was to know exactly where *Drifter* was, and the other was to figure out where *Drifter* wanted to be.

He accomplished the first job by trying to shoot at least 5 stars at dusk, shooting the sun, and the moon —



PHOTO BY MIKE TURNER





The crew of "Panache". Jimmy Warfield, unidentified, Vicky Gilmour, and owner Rod Park.

anything and everything available to him to pinpoint the position. Figuring out where the boat should be took a little more work. First Stan listened to five or 6 different weather broadcasts, "There's a lot of duplication, but each one usually has a little bit of good information the others don't." From this he would construct weather maps. Besides this he would plot the courses and daily runs of about 15 boats, boats that were

prime competition, that had gone either way north or south, boats with sophisticated weather equipment, and boats that had good tacticians.

The way Stan explains it, once all the information was gathered it was easy to make decisions. To him the decision that won the race for them — to head straight south for one whole day — was obvious, "There was nothing else we could do." Why *Merlin*, *Passage*, and

The skateboarder on the left side of this picture is actually a cadet on the Canadian entry "Oriole". It's about 3:00 in the morning, he's a docile and entertaining drunk, skateboarding up and down the harbor. 3 am was always the best time of the day; pleasant temperatures, and a nice atmosphere.



Christine kept sailing north into dead air remained a mystery to him. Stan, who is opening a spinnaker shop in Palo Alto, enjoyed the race, "It was like a chess game, a navigator's race."

The length of the race and *Drifter's* early arrival defused most of the fanfare. It was a quiet morning, and before it was over Jon Andron and other crewmembers were already on planes back to the mainland.

Some 15 hours later *Ragtime* pulled in and the overeager welcoming race committee pulled a boner. *Ragtime* is like the spectator boat *Guinevere* in that she has a black hull — the only difference between the two is that one is a very long, low, sleek, sloop and the other is a fat, highfreeboard ketch. While *Ragtime* was still being towed in the channel the P.A. system hailed the overloaded *Guinevere*, "Aloha *Ragtime*, it has been a long and slow race, but you've raced well and we're proud of you." With this a couple of hundred spectators applauded the fat ketch and its 98 people on deck.

Ragtime's arrival did little to quiet the impatient atmosphere at Ala Wai. Most of the boats were 700 miles out at sea, and the winds were still light. Her arrival certainly had no effect on Honolulu; there were several more muggings, another rape, and the daily bank stick-up.

July 13, Friday

It's still dead calm in Honolulu, but at least the fleet is finally picking up some wind. The reports are 10 to 20 knots in the ocean with 15 to 25 in the channel approaching the finish. Everybody is putting in relatively respectable days of 150 miles or more. Ryle Radke's Luder's 44, *Severn* racks up 195 miles for the second best run of the day.

Merlin, and *Jader* arrive about noon, with *Merlin* nine minutes ahead. *Merlin* has made up some 80 miles on the big ketch in the last day and a half, but loses badly on corrected time. *Jader* takes first in Class A, *Merlin* takes 15th.

Steve Taft, Skip Allan, and Conn Findlay are all aboard *Merlin* which Al



TRANSPAC

Cassel has chartered from Bill Lee. They have reconciled themselves to the disappointing performance but nobody offers an explanation for their decision to sail north into a high. Cassel is disappointed they were only able to fly the chute 25 percent of the time, and Skip says they just never hit the trades.

Of all of the people on all the boats, Skip was the only one who tried to do something about the weather. First he tried tying knots in the mainsheet, a time-proven method of getting ten knots of wind for each knot tied. It didn't work too well, so he tried sticking his knife in the mast. The results weren't very good, probably because the mast was aluminum. As a last result he tried whistling for wind, but when a crewmember told him this was bad luck he gave up and bathed in the tranquility of the full moon and calm seas.

The loss would not bother Conn, Skip, or Steve too long, for they all had places to get to. Skip and Steve were due in England to prepare *Imp* for the Admiral's Cup, and Conn was already late getting back to the bay to race Six Metres.

That afternoon we had to make a return trip to the Ala Moana Shopping Center. Returning to the Ilikai we had to pass what was to become the bane of our existence, the intersection of Ala Moana and Atkinson. The Devil himself could not have conceived a more perfidious hell. There is no way to appreciate the noisy, filthy, smelly horrors of that intersection without actually suffering through them. Suffice to say we would cheerfully refuse a free trip to Hawaii if it involved setting eyes on that awful bit of real estate again. We never did have the patience to time how long it took to get from the Ala Moana side to the Ilikai side, but we did hear stories of children who were born there, grew to maturity, married and died, all before they crossed to the other side. We believed all of them.

Later in the day *Christine* pulls in, having the distinction of being the first boat to finish that was able to fly her spinnaker across the finish line — but



Irv Loube, smiling the smile of satisfaction upon arriving at Ala Wai.

just barely. Of the boats that have come in so far, none of them have had wind aft of the beam at all during the entire race. It's been a close reach all the way.

Saturday, July 4

After 13 days only 5 boats have made it in. But if anything the spirits are beginning to rise. Randy Parker's Santa Cruz 50, *Chasch Mer* pulls in at noon. Being a Santa Cruz boat, a good party immediately ensued. Bill Lee, who tried to berth *Merlin* next to *Casch Mer* was told to move, "we've got to get organized Bill," to which he replied theatrically, "I'm not here to be organized, I'm here to party." And so he was.

Passage trailed *Chasch Mer* in by 3 hours, but being a Honolulu favorite she was drenched in orchids dropped from a helicopter. Mike Turner of San Francisco had been aboard, and explained that despite the slow race and poor finish they all had a good time. They really lost it, he said, when they hit a 20

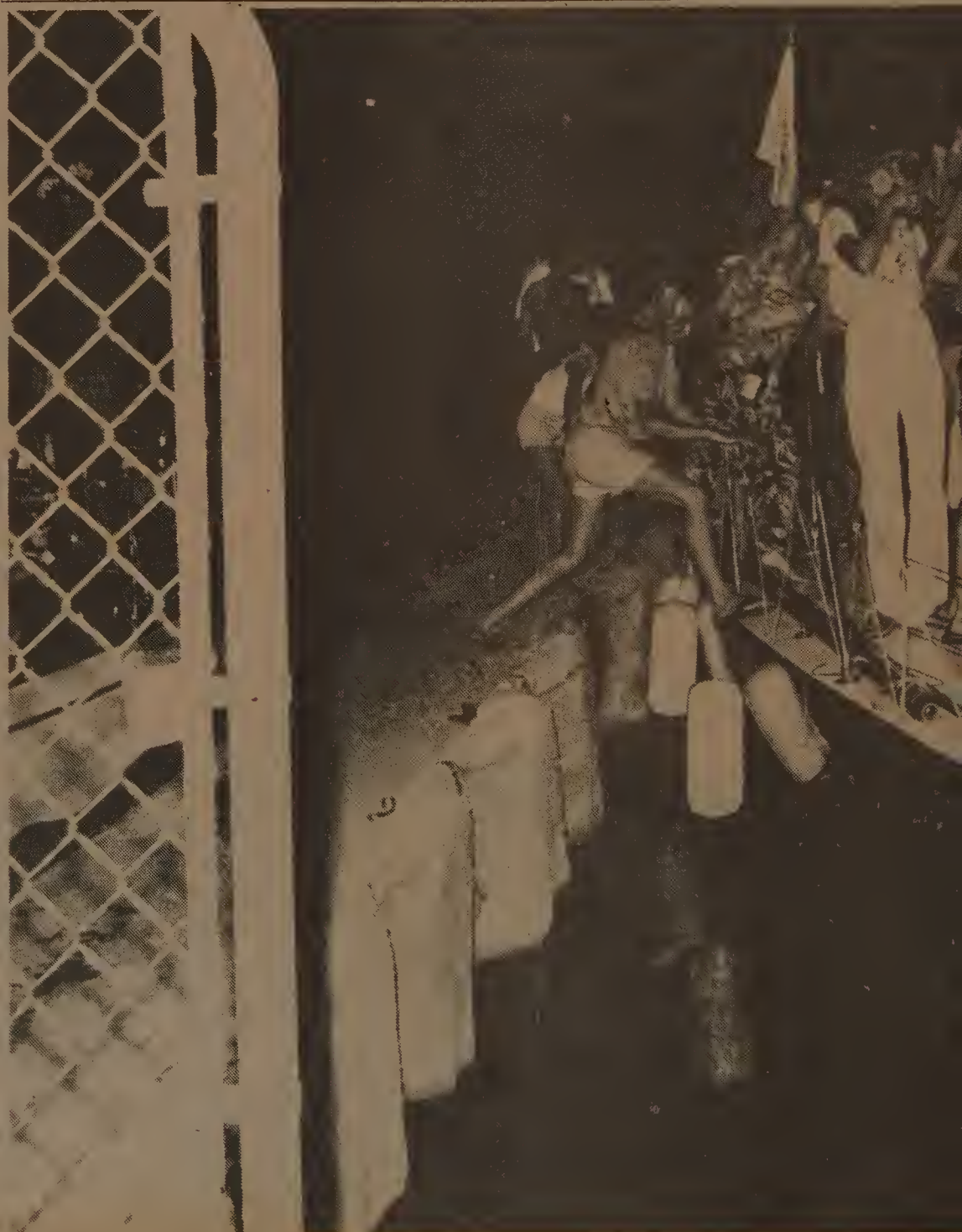
mile squall line and instead of taking it toward the south where *Drifter* was, they went north. They were never able to regain the wind.

Saturday evening boats started arriving in earnest, including the first of the Class B boats, boats that would win four of the top five spots in the fleet. First came an exotic-looking New Zealand boat, *Zamazaam*, 53-ft and equipped with two wheels and all the latest thinking from Bruce Farr. Next 'was the

Choate 46, *Arriba*, the boat that took First in Class and First in Fleet. The next boat was *Miyakadori III*, a Japanese entry that took second in Class B and second in Fleet. As far as we could tell, that was the best a foreign entry had ever done in a TransPac. The one thing all of these boats had in common was that they had sailed far to the south, in fact these three boats had gone the farthest south in the fleet.

It was that evening that the event

The Serendipity 43, "Wings" is berthed and the party begins. "Wings" took second in Class C. "Mondo" from Santa Cruz took 3rd.



began to first take on a really pleasant atmosphere. Honolulu is the crossroads of the Pacific and in the pleasant temperatures of midnight the crews from New Zealand, Japan, and the U.S. were mixing drinks, examining boats, and trading stories into the night. Occasionally the colorfully robed Japanese crew would burst out hollering and throw somebody in the drink, and then things would mellow out for a while.



Mr. & Mrs. Roger Hall, owners of "Wings", and Ray Pingree, top helmsman. Roger's wife will be pleased to know that Roger's arrival in Honolulu was "almost as exciting as getting married."



Every few hours a new boat would arrive, escorted in like royalty by a committee boat, and parties would stir up again. First the lovely *Swiftsure* came in, followed by the C&C 61 *Socery*, followed 3 hours later by Don Dalziel's ketch, *Natoma*. Dalziel's boat was 9th in class on elapsed time, but corrected out to a fine 3rd in Class A, her best TransPac finish in three tries.

With the coming of dawn we realized it was another day, but due to intermittent drinking and sleep we no longer had any idea what day it was, although someone suggested Saturday. Whatever, it was going to be a big day for arrivals, with over 40 boats coming in.

Irv Loube's *Bravura* came in about dawn, taking 4th in Class B after *Zamazaam*. By afternoon boats were pouring into the hot and muggy Ala Wai harbor. A big weekend crowd was milling about, sipping all kinds of tropical concoctions and observing each new welcoming party that erupted every 20 minutes with the arrival of another boat. The whole harbor had a nice, peaceful buzz on. One boat arrived, we were buzzed and don't remember which, with a crew member announced over the P.A. system as Mark Spitz. Everyone turned to see if it was *the* Spitz. It was, and he handled 500 stares with aplomb. *Panache* arrived that afternoon,

proud to be "the first boat in with a tiller." She almost sunk with the weight of guests. Jimmy Warfield began to evangelize about "the flexible flyer". It really is, he says, when someone walks over your bunk, the deck flexes. We don't know that that sounded so good to us, but Jimmy said if he could have any boat in the harbor, *Panache* would be it.

Jimmy likes to 'oouch', and the boat gave him the chance. Coming down the channel at 12 knots, Jimmy and watch-mate Vicky Gilmour found that by 'oouching' hard they could frequently get the boat to catch waves they normally wouldn't have got, and zoom up to 15 or 16 knots.

Night fell, but the boats just kept coming, including the first of the Class C boats. *Secret Love* was first, followed four hours later by Roger Hall's *Serendipity 43*, *Wings*. *Secret Love* got first in C, and 3rd in fleet, *Wings* got second in class and 7th in fleet. It was a bit of a surprise considering all the last minute work needed to get *Wings* ready to go, but it turned out they had no problems whatsoever.

Roger Hall said "It's a real experience coming into the packed harbor and seeing the bright city lights after 15 and a half days at sea. Comes right after getting married and having kids in terms of impact". *Wings* did have slow periods to

TRANSPAC



Mike Turner sailed over on "Windward Passage". His family was there to meet him. There were lots of smiling faces on the docks, lots of people glad to be reunited.

be sure. Ray Pingree pointed out with pride that they had two All-American water polo players — one from Cal, and one from Stanford. Halfway across and becalmed, they set up a game, using a empty Joy bottle for a ball.

Santa Cruz 33 *Mondo* was not to come in until dawn the next morning, but she was good enough to take 3rd in class and 10th in the fleet. *Secret Love*, *Wings* and *Mondo* started another trend in race strategy, they sailed a much closer rhumb line course and did better than those who went way farther south, the hole having evaporated by then.

15 minutes before *Mondo's* arrival, the first Class D boat, Ulf Werner's *Brown Sugar* pulled in. *Brown Sugar* corrected out 6th, and beat all the class boats on elapsed time except for *Wings* and *Secret Love*. As was the case with

every boat that came in, the dock was barricaded off and the boat's Hawaiian host set out a pile of goodies and drinks, and rounded up a crew of ladies to hand out leis. Yes, even at 4 in the morning. In this respect, the TransPac YC was ever vigilant. After all, remember 1941 — so when *Mondo* came in 4 hours ahead of their ETA, they had an 'emergency host' ready and waiting.

So, at four in the morning, *Brown Sugar's* crew were leided by the hosts, and treated to their first non-freeze dried food in over sixteen days. Everyone was happy, not only with finishing first, but with beating their rivals on *Chutzpah* and friends on *Sweet Okole*. Water had never been a problem, since the wind was rarely aft of the beam, it served them well as ballast, and there was plenty left when it was over.

The most fun they had was with Yukihiro Watanabe's Holland 40 *Carrera*, which had to give *Brown Sugar* lots of time. Several days out, *Brown Sugar* saw the faster rated *Carrera* on the horizon and kept creeping closer and closer and finally caught up with them. Watch Captains Hiroki Hayashi and Yasuhiro Iwata rallied their crew and got everybody out on the rail and giving everything they had. Fortunately, for *Brown Sugar*, a few raindrops fell, an adversity the Japanese crew — although covered in foul weather gear — was not up to. Off the rail and down below they went, and *Brown Sugar* passed them. *Carrera* doggedly hung on for days, but could never catch up and finally headed south.

There would be many more boats coming in that morning and afternoon, but our gig was up. We, like everyone else, had planned to stay just two or three days and now it had been a week — the boss was going to kill us. As we hopped a taxi, the P.A. announced that *Sweet Okole* had just crossed the finish line, eventually finishing fifth in Class.

Flying out of Honolulu, we could see a long line of boats still coming in. At least they were flying chutes, at least there was something beginning to re-

semble the trades. It would be a day and a half later before the last boat, *Sea Nymph*, would finish.

The boat with the first all women crew, *Concubine*, finished 20th out of 21 boats in Class C, but still finished some 22 boats from the bottom — mostly ahead of Class A losers.

Despite *Brown Sugar's* first in Class, *Wings* 2nd in Class and *Mondo* and *Natoma's* 3rd in Class, it wasn't as good a showing as was hoped for from Northern California boats. There were a lot near the bottom. But then, much of the TransPac isn't how you finish, it's just racing. There was a nice atmosphere when each boat came in, the reuniting of friends, wives, lovers, and family. The good feeling that something had been accomplished, that each person had achieved a goal. It's was a time of pleasant positive feelings in an increasingly negative world. The bottom line was that it was well worth it.

— latitude 38

Jake van Heeckeren shows why he's such a good navigator: he's got a Loran built into his shirt and an antenna over his head. Actually the 'roll-bar' is to protect his neck.





Talk about One Design competition.

"THE MOST EXCITING THING IS THE CLOSE FINISHES WE'VE HAD. BUT MORE THAN THAT, THE PETERSON 34 IS A LIVEABLE RACING YACHT. WE'VE COME DOWN WITH FOUR OR FIVE PEOPLE -- AND WE'VE JUST COME BACK FROM TWO WEEKS ON THE DELTA WITH THE WHOLE FAMILY."

-DR. CHARLES MCCUSKEY, RENO, WOVOKA

"SHE'S A VERY FAST BOAT AND WE'RE IN A DESIRABLE SITUATION BECAUSE WE HAVE THE FIRST ONE DESIGN START. WE ALWAYS HAVE CLEAN AIR -- A UNIQUE SITUATION IN YACHT RACING."

-JIM TYLER, LOS ALTOS, AIRBORNE

"THIS IS THE MOST HIGHLY COMPETITIVE ONE DESIGN CLASS ON THE BAY AND IN THE MOST SOPHISTICATED YACHT SAILING ONE DESIGN."

-DARRYL ANDERSON, TIBURON, THE FORCE

"PERFORMANCE AND QUALITY ARE REQUIRED ON SAN FRANCISCO BAY. MY PETERSON 34 RESPONDS TO ALL THE CHALLENGES OF ONE DESIGN RACING."

-HERB HOFVENDAHL, ORINDA, LINE DRIVE

Peterson 34s are tearing up the Bay.

We have one ready to go today!

Serendipity Yachts

Pier 9/The Embarcadero, San Francisco 94111 (415) 986-8108

CARAVAN IN THE CARIBBEAN

After every cruise, we had the mechanic, electrician, radio man, all lined up on the dock, tool boxes in hand, waiting for us.

If you have felt neglected by us correspondence-wise, it has been because all our writing time has been taken up by our weekly long, long letters to the owner of this bewitched vessel which usually begin: "Dear Marvyn, send money."

We managed to sail our first charter party around the grey-line route without their noticing anything amiss, however there were decidedly evil noises coming out of the engine room, our batteries were barely alive and we were once treated to a show of blue fireworks. This occasioned a quick moonlight sail to Puerto Rico as soon as the first charter party got off, to meet the owner's electrical expert, whom he had flown down there. Marvyn's pet electrician diagnosed the problem as a bum regulator, but couldn't fix it so he flew home. Assorted other experts came and went, leaving their bills, among which was a refrigeration mechanic who improved the refrigerator to the extent that exactly half of the freezing compartment would snow up solid, while the other half would drip.

The upshot of our cruise to Puerto Rico was that dozens of parts were ordered from the U.S. to be installed later. Throughout the charter season, after nearly every cruise, we had the mechanic, electrician, radio man, all lined up on the dock, tool boxes in hand, waiting for us. We found they came in very handy to take our mooring lines. Sometimes we would radio in for them from out at sea, that is, when the radio was working. We thought we had everything fixed up pretty well for the owner's scheduled visit in February, but the night before Marvyn and his family were to arrive, the constavolt blew up. So poor old Marv spent the first 2 days of his vacation at Yacht Haven writing checks.

We had another exciting electrical fire off Norman Island once which disabled all our cabin lights. There is no wiring diagram for that mass of spaghetti behind the switch panel, and what few labels there are, are all in Dutch. We had the owner of a Rochester electrical company on board that time (he wasn't much help really, being in the executive end of the business), but between him and Commodore, they managed to decode the Dutch and restore the cabin lights. We discovered later that Marvyn's electrical company has been trying to buy this very same Rochester company. Marvyn wanted to buy a bank while he was in St. Thomas, but there was none for sale. I wish he had bought one. Then maybe I wouldn't have to stand in line so long at the local "friendly" Chase Manhattan.

Soon after we arrived in the Virgin Islands, while swimming in the crystal clear waters, we noted some peculiar eruptions on *Caravan's* fat bottom. These soon multiplied and expanded into colorful blisters. This was rather surprising since the ship has a Capac anti-electrolysis system and her bottom had been completely refinished at Trumpy's less than 3 months previously. We had a two-week respite from charters in mid-January and *Caravan* was hauled at Creque's Drydock on Hassel Island.

The Creque's are a native family who found a bag of pirate

Jan at the helm, with Commodore checking the set of the sails.



treasure about 50 years ago in a cave on Norman Island, with which they bought up half of St. Thomas. Their fortune-hunting did not end in Norman's caves as they continue to find gold to this day, from among the visiting yachtsmen who patronize their drydock. The estimate on the bottom job was \$1500. The job finished *ahead* of schedule, yet the bill turned out to be \$2400, and they wouldn't put *Caravan* back into the water until it was paid in full. All of Marvyn's Wall Street lawyers were no match for the Pirates of Hassel Island. After half a day of long distance negotiation, Wall Street conceded; the bill was paid in full and *Caravan* was returned to the sea. The cause of the electrolysis apparently was an incompatibility between the hull and the paint. Also, the Capac unit which clearly had "Do not paint" written all over it, had been painted by the boys at Trumpy's.

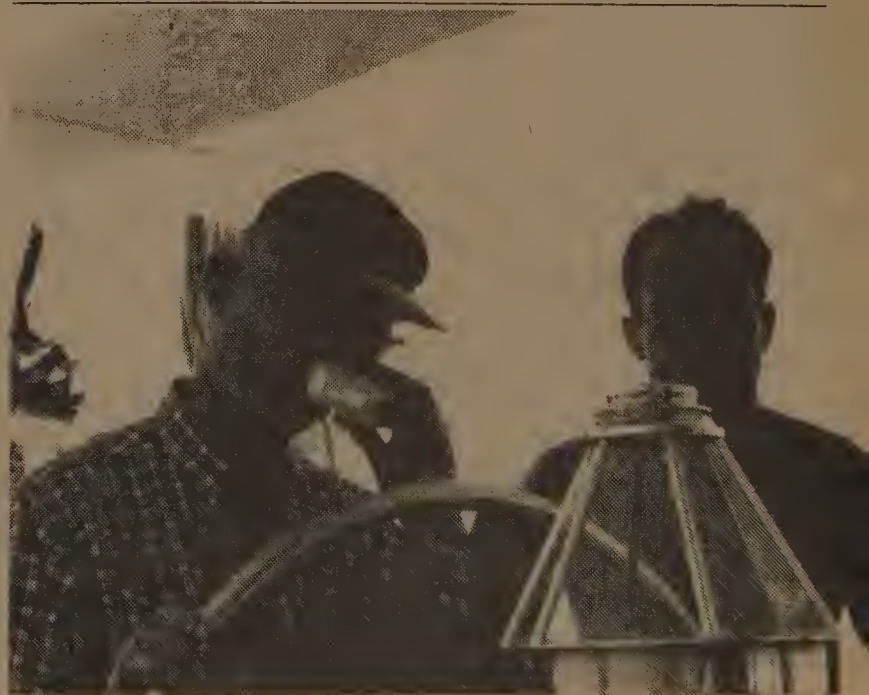
Most of our week at Creque's Drydock was spent huddled under mosquito netting. Hassel Island is on the lee side of Charlotte Amalie Harbor where all the garbage drifts, and consequently is an insect breeding farm. Also there are no restroom facilities whatsoever at Creques. The first night we were there, I sprayed my bottom with bug bomb climbed down the ladder and waded into the water, but this proved too cumbersome, so we instituted the gurry bucket system. Then there was a little donkey that brayed at dawn outside our stern ports. She was introduced to me by a rum-soaked old man, who lives nearby on a rusty barge, as "My wife, Maybelline. She smokes, drinks, and sins." Well, at the end of the week we were happy to get back to cockroach country, Yacht Haven. The roaches there march up and down the docks in invading battalions. If you step on one, he will push up your shoe and continue on his way.

To get back to the perils of *Caravan* two weeks later we were at anchor at Canegarden Bay, Tortola with a charter party of 4 aboard. We were awakened about 1:30 a.m. by a strange gurgling in the forward shower drain. This was peculiar since Commodore had pumped the sump just before retiring. Commodore turned on the sump switch again and 15 minutes later the sump was still discharging and was showing no signs of going dry. We tasted it and it was salt water! This just didn't seem possible since only fresh water drains into the sump. We had never gone aground or even grazed the bottom. The *Yankee-Caravan* design has 1-inch steel plate on the bottom anyway, so Irving Johnson could go bumping up and down the Rhone River.

Commodore took a quick dip over the side and determined that there were no holes in the hull. Very soon the pump failed to stay ahead of the intake and the shower drain backed up and the aft bathtub was full of water. Commodore rigged up the deckpump too, and started the generator and engine to provide power for all the pumping. We got out the blueprints of the vessel and according to the drawings, the sump tank was under the starboard side of the engine room. After removing all 75 or so frozen bolts on the lid of this tank, it proved to be an empty bilge tank. There was another 75 or

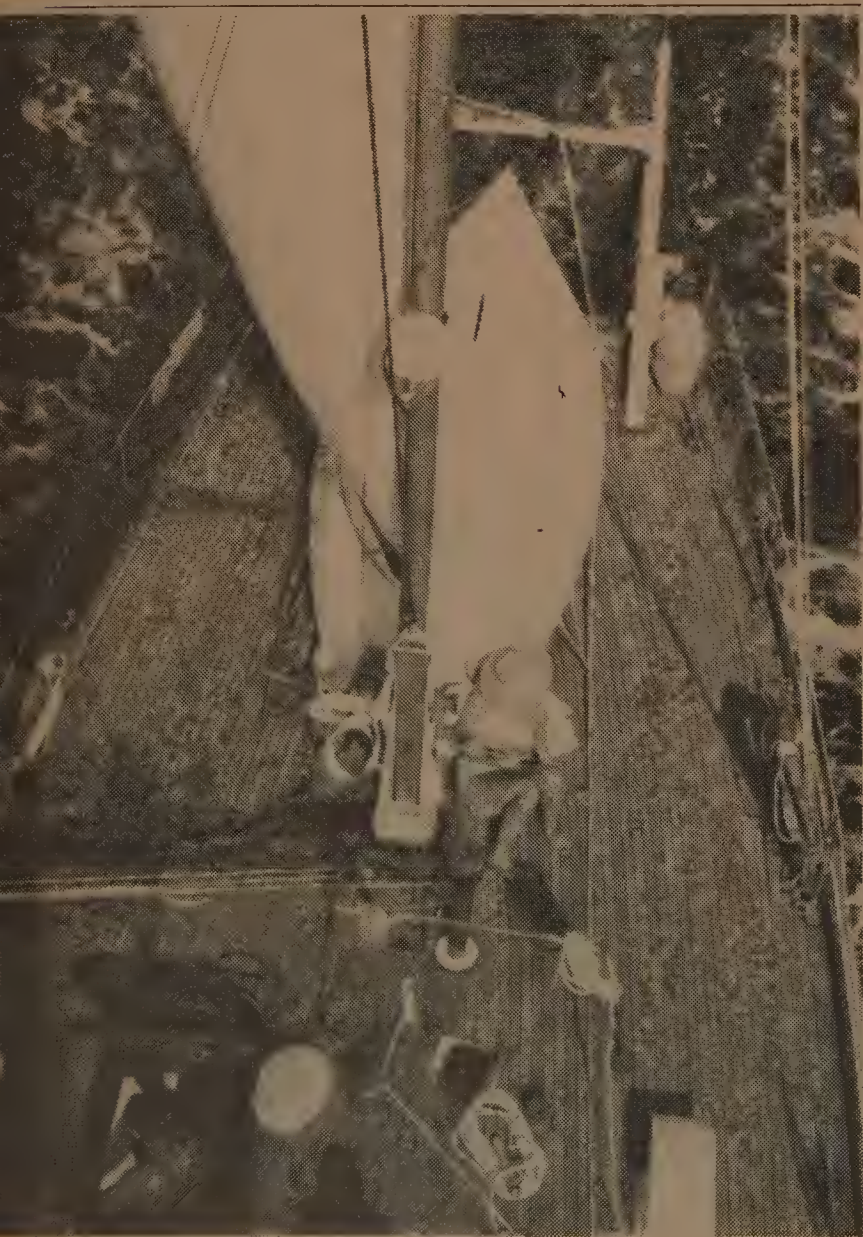
All of Marvyn's Wall Street lawyers were no match for the pirates of Hassel Island. After half a day of long distance negotiation, Wall Street conceded.

A bad photo, but probably the only time you'll ever see Commodore let a man shave while driving the boat.



CARAVAN

The charter party gathered in the cockpit and started singing "Nearer My God To Thee"



so bolts on another tank in the middle of the engine room which Commodore started on next.

About this time the charter party was beginning to awaken out of their bourbon haze. As I was running around in my pajamas bailing out the shower stall with a bucket, one man asked me if I would make him some coffee. I explained that seeing as how it was 3 o'clock in the morning, and the ship was sinking, I couldn't get to it just then. So then the charter party gathered in the cockpit and started singing "Nearer My God To Thee" over the engine, generator, the noise from the two pumps. We've never shown our faces around Canegarden Bay again.

The midships tank proved to be the sump and indeed it was overflowing. The influx was coming from a mysterious pipe which ran aft under the cupboard under the sink, thence under the bathtub and out the hull. There was a valve for it below the sink. Commodore theorized that this valve had been turned sometime in the recent past by someone who thought it was the valve to the head (Commodore blames Marvyn's friend-electrician, but it's purely circumstantial evidence). The pipe had evidently been filled with sediment which eventually washed away and the whole thing let go in our rather roly anchorage there at Canegarden Bay. The whole pipe system was apparently designed as a method of flushing out the sump, but nobody knew it was there and it shows nowhere on the ship's drawings. By 4:30 we had everything cleaned up and were facing another new day of fun and frolic in the Caribbean vacationland.

So much for *Caravan's* internal problems. She continues to dazzle everyone with her varnish and splendid appointments. Hardly a day goes by when somebody doesn't come up and gush "It must be wonderful to live on a boat like this — I'll bet you just have a ball."

As I mentioned before, all our customers have been from the "Better Class", like the lady who delicately extinguished her cigarette with her little pointy-toed shoe on our *teak deck*! I was amazed at Commodore's self-control. He didn't even hit her. Thank god that party only stayed aboard one day when they couldn't get breakfast served in their cabin and the ladies couldn't find enough space for all their evening gowns — even though they threw all extraneous materials (such as the sextant) out of the lockers. This party went through 4 bottles of gin, 2 scotch, 1 rum, and 6 bottles of champagne in one evening and one morning. They guzzled champagne like ice tea — in tall glasses with ice cubes.

Then we had a morose tax accountant who did nothing but sleep and suffer with asthma the first 5 days of the cruise. We stopped in Roadtown where he got some pills and came alive. He wanted to be helpful — wanted to do something, anything, so I gave him a paper cup of bacon grease to throw over the side. He staggered up to the rail and in one mighty heave, he threw it straight into the porthole. After that he went back to sleep.

Then we had a nice old man whom Commodore never

IN THE CARIBBEAN

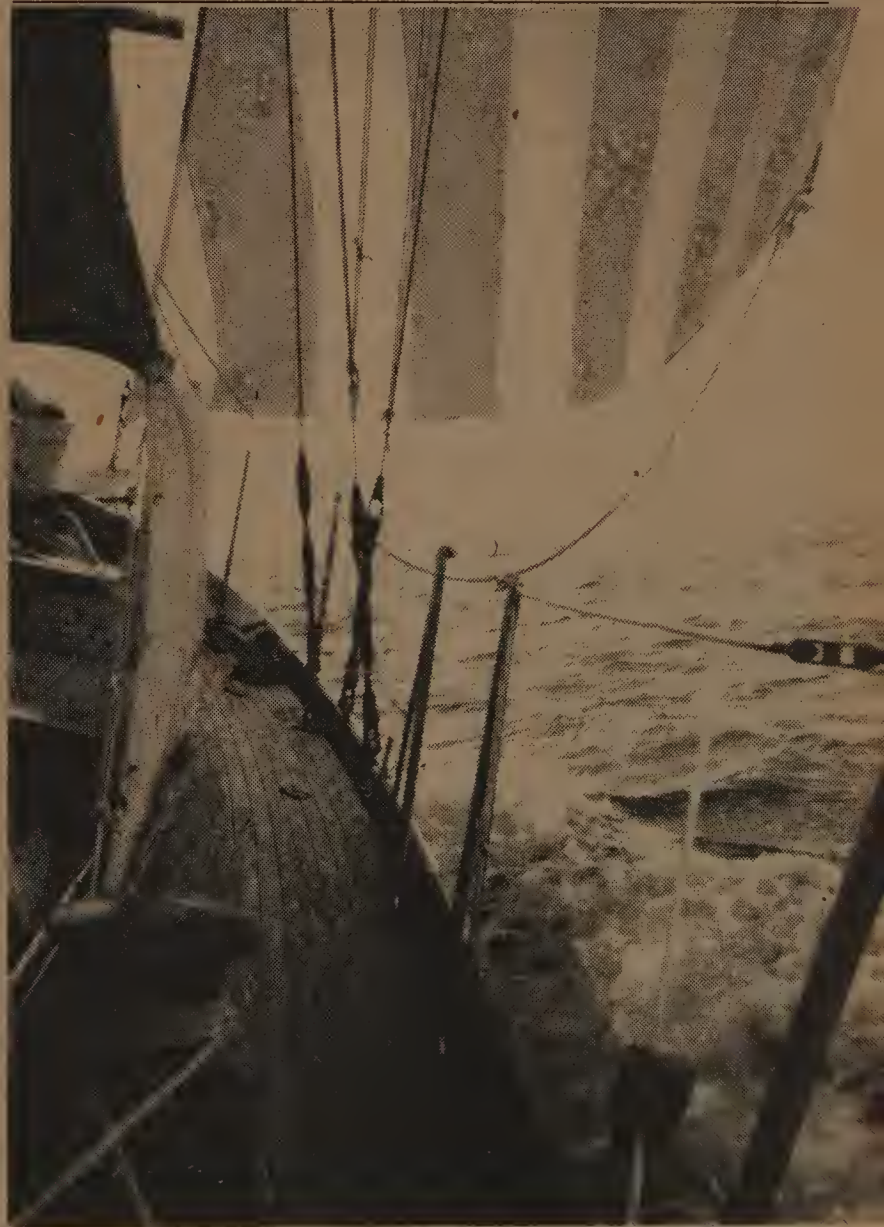
referred to by any name other than "The Old Fart". O.F. was well into his 70's, owned a Medalist, and proudly told us right off that he had 40 cups from Long Island Sound. We sailed away from the dock that day (not easy with a dog like Caravan) since we supposedly had a group of sailors aboard. (there were two other Long Island Sound heroes — bright lights from Knickerbocker Y.C.). We had scarcely left the dock when O.F. started giving orders. When Commodore would countermand them, O.F. would call him a "fresh kid". Commodore lectured him several times, but it wasn't until after we threatened to kick him off at Roadtown did he shut up. Surprisingly enough, he seemed quite happy after that and has since written us about what a good time he had. We let him steer the last afternoon from Cruz Bay to St. Thomas (about 10 miles). Commodore was trimming and I was keeping an eye on O.F. The poor O.F. can hardly see at all, couldn't distinguish red from black buoys. He must be navigating Long Island Sound from memory of about 30 years ago. All during the trip he was having hallucinations about the anchor dragging. I finally realized late in the cruise that he would forget entire anchorages and would think he was waking up to new scenery.

Then there was the lady who entertained us for 5 whole days with the most delicious details about her cancer operation in which her left breast had been removed. She was so fond of that missing tit that it was a wonder she didn't carry it around with her in a bottle!

We have had some adorable children aboard, all of whom have made snivelling slaves out of their parents. Picture this if you can stand it: an 8-year old boy, lying on his back while his mother drops orange sections into his mouth. (We have had a stomach-full of mother-love this season). We had one freckle-faced, brace-toothed, braid-headed, puffy-sleeved, nasty little "bad seed" whose mother was continually kissing her and running errands for her. These children were wealthy cripples, junior grade. They had absolutely no sense of adventure, no energy, enthusiasm or desire to try anything new. Simple, fun things like dragging in the bosun's chair frightened them to death. We went to great pains to demonstrate that it was easy, safe, and enjoyable. When we finally did coax them to try it, their mothers would fret, wring their hands and scream, "hang on, hang on", until the whole thing became a ridiculous ordeal. No wonder summer camp is so important for New York City kids — gets them away from their awful mothers. Otherwise, their little muscles would probably atrophy before they were 10 years-old.

I don't mean to imply that all our customers were revolting, just the majority of them. There was at least one couple that we might have had aboard if they didn't pay, and that was Cynthia and Louie Thomas (I'll give you their names because I don't intend to libel them) who may be classified as "Old Money". Just filthy rich for generations. The Thomas' are very witty and energetic (she's originally from Australia, and everyone knows how grand they are) in their late 50's. They

An 8 year old boy, lying on his back while his mother drops orange sections into his mouth.



CARAVAN — PART II

have a little old cottage at Cape Cod which they rented to the Kennedys last summer "So Jackie could get away from her in-laws." The Thomas' said they usually don't take kids and dogs, but agreed to make an exception in this case. When the Kennedys moved out, they left a pile of Presidential stationery and a note beside the telephone in Jackie's handwriting saying "Onassis - - - ships." Louie Thomas claimed to have been in on the invention of *Monopoly*. Commodore accused him of inventing Capitalism, too, but he denied it. We also had a fascinating Wall Street attorney who said you could spit on Richard Nixon from his office window and invited me up to try my aim.

In general we have gotten on better with the men than with the women, most of whom were there just to humor their husbands. All of the ladies copied my recipe book for their cooks to try. Some of them felt that they owed me some recipes in return and I have tried two of them. Commodore has threatened to leave if I serve him "anymore of that charter party shit" as he so delicately puts it. The one for french fried peanut butter sandwiches was particularly vile.

We have met up with a few names worth dropping while playing the "route". Commodore has the distinction of having been glared at by Henry Ford II when he invited Christina for a sail in the Kite one day when we were anchored next to Henry's big motor yacht, the *Santa Maria*. Christina, all cleavage above the merest thread of a chartreuse bikini, graciously declined. We had a very satisfied charter party that week. They got to spy on the *Santa Maria* for one whole day. They were a little upset that we didn't have a pair of binoculars for each of them. *Caravan* had such a starboard list from them all lining up at the rail that I practically fell on my face when I stepped out of the shower.

About a week later I spoke to one of the deckhands on the *Santa Maria*. I asked him who this Christina was since we don't get much news down here. He replied, "She's some guinea who barfs all the time." When I asked him who the

skinny pale guy was who would pat Christina on the behind whenever Henry wasn't looking, he said "Some other guinea." So there you have the inside story behind this celebrated romance.

We had one party aboard who claimed to be great wine fanciers and would always request a bottle with dinner. However, they would never drink more than half of the bottle. The cork would always get lost and, hating to throw it out, we would usually try to find someone to give it to when we sailed the garbage out in the evening (in the Kite — this is the way the only way we could get away from the charter party). The first night, we stuck the bottle through a porthole on *White Squall II* (ex-*Carla Manis*) where it was snatched up eagerly. The next night we delivered the half-filled bottle to *Halcyon*, which was anchored nearby.

The third night, we were at anchor in Great Harbor, Peter Island. At the mouth of the harbor was the *Rara Avis* and she was the only boat in sight. Now the *Rara Avis* is a great big 3-masted Thames barge which has three complete suites for the guests plus crew quarters for six. She charters for \$3,000 per week, plus \$72 per day for food and liquor. She had a very serious Dutch captain who wears a white uniform and gold braid. We sailed up to *Rara Avis* with our garbage and bottle. The deck was deserted except for a rather stiff, elderly couple, obviously British. The lady asked some stupid question about "How can you sail at night?" and then Commodore offered the wine. The man got sort of spluttered and said no, they didn't care for any. Unaccustomed to being refused, Commodore went on about how it was vintage year, hardly touched at all, shame to throw it away, etc., but they still refused our generous gift. So we sailed on past the *Rara Avis* and dumped it overboard. When we returned to St. Thomas the next week we learned that the Captain on *Rara Avis* was very angry with us for trying to palm off our leftovers on Lady Astor! The Captain eventually cooled off and we got a chance to go aboard the 110-ft. monster. Indeed she has three ballrooms with adjoining heads as advertised. I ascertained that even *Rara Avis* at \$3,000 per week does not have a push-button head. Now, when our guests complain about our toilets, we just tell them, "If Lady Astor has to pump shit, so can you!" Commodore has thought up a brilliant little repartee — "The last time I spoke with Lady Astor, she said 'No, thank you'."

On this note, we conclude this week's true adventure. *Caravan* newsletter number 3 will cover:

Our Treasure Hunt to Anegada and Horse Shoe Reef Raising *Ondine I's* 8-Ton Lead Keel (One Inch).

A Cannon Of Our Very Own (*Caravan* Becomes A One-Gun Ketch).

The Trip North Via Nassau.

Jan and Warwick Tompkins

Aboard yacht *Caravan*

1965



GRAND DESIGNS . . . for great sailing

NEW!

LOA 33'8"
LWL 28'10"
BEAM 10'11½"
BALLAST 4400 lbs.
DISPL. 10,000 lbs.
SAIL AREA 531 sq. ft.
DSL. POWER 25 h.p.



TARTAN 33

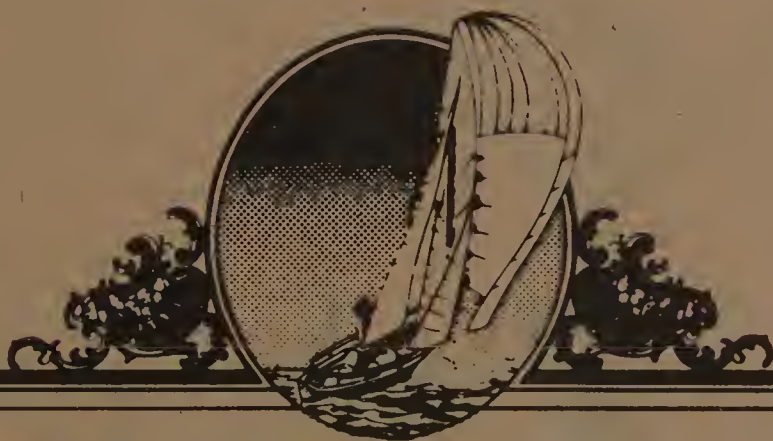
This is Tartan's latest boat from Sparkman & Stephens. Following extensive testing of shapes, T-33 has a unique shallow-draft keel which provides the sailing attributes of a deep fin and the cruising advantages of a centerboarder. The 7/8's rig removes the complications, strains and huge headsails masthead rigs inflict on families, budgets and non-racers; yet no speed is sacrificed. The T-shaped cockpit has tall coamings for seating comfort and safety.

Below, a smaller version of the Tartan 37's popular layout is richly finished in contrasting woods. Without converting, the accommodations sleep 5. The dining table stows vertically on the enclosed head's aft bulkhead. In the large icebox, food and ice are kept separately. There are 6 opening ports and two hatches for light and ventilation. And matching the Tartan reputation, excess stowage is built in.

Her pleasing appearance, sailing performance and Tartan construction will make each Tartan 33 a lasting value.

399 HARBOR BLVD.
SAUSALITO, CA
94965
(415) 332-4622

P.O. BOX 12
HOMWOOD, CA
95718
(916) 525-7258



CLAUSS enterprises

Purveyors of Fine Sailing Craft

Tartan 33

Tartan 10

San Juan 21

Moore 24

Wilderness 21

Tartan 37

San Juan 24

Tartan 30

San Juan 28

San Juan 7.7

August

Prices good thru Aug 31

Discount Safety Specials

Prices Subject to Manufacturer's Changes



QUICK LAUNCH MAN OVERBOARD PACKAGE

When a crewman falls overboard, quick, efficient action is required. The helmsman must note the course and time, and the safety equipment must immediately be dropped within close reach of the overboard crewman. Even a boat at cruising speed will quickly sail out of visual contact with a person in the water.

For that reason, Forespar developed two quick-launch systems to instantly drop the rescue package into the water. With a simple pull of the release lanyard located near the helmsman, the overboard pole, horseshoe buoy, strobe light, floating line, whistle, dye marker, and sea drogue are dropped over the side to the person in the water.

WEST MARINE PRODUCTS sells the entire quick launch man overboard package utilizing the stainless frame launcher at extra savings over the price of the equipment if bought separately. The package consists of one of each of the following: OP-120 man overboard pole, 920 horseshoe buoy, ACR/565 distress strobelight, floating line, 4904 whistle, GF-4102 dye marker, 925 sea drogue and forespar L1035S stainless frame launcher. Model WC-101 List \$267.40

Special \$189.75

SHIPPED FREIGHT COLLECT!



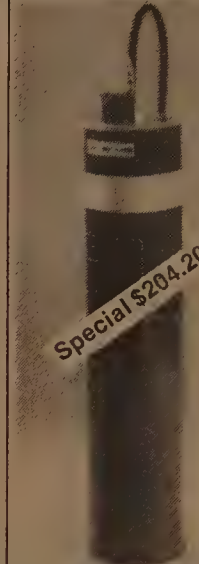
FIREFLY RESCUE LIGHT

Small strobe light provides 250,000 peak lumens per flash. Operates 9 hours. Penetrates rain and fog for miles. Mercury battery. Model ACR/4F. List \$59.95 Special \$47.50 Model 4R1M8 (Ex. Batt.) List \$9.95 Special \$7.75



DISTRESS STROBELIGHT

Powerful strobe light, 250,000 peak lumens/flash. Visible to 15 miles. When dropped overboard, rights itself & begins flashing. Floats. Operates 40 hours. Model ACR/565. List \$69.50 Special \$53.00



ACR EMERGENCY RADIO BEACON

U. S. C. G. recommends all boats traveling more than 20 miles offshore carry a radio beacon of this type. Range is 200 to 300 miles. Protected Test-Off-On switch. LED indicator. Battery has 6 year shelf life. Floats. Lanyard provided. Operates in water or handheld. Model RLB-12 List \$269 Special \$204.20



HORSESHOE BUOYS & STAINLESS RACKS

Two great models from which to choose; standard and smaller "Pony." Both USCG approved. Low in price yet manufactured to give years of dependable service. Features a tough yellow vinyl covered fabric with beaded edges over a closed-cell plastic core. Will not rot or mildew. Stainless-steel hardware used throughout. Standard equipment on racing and cruising boats. Standard Model fits Forespar Automatic Launcher. Racks are welded, All stainless steel construction.

Standard Horseshoe (Model 920) List \$36.95 Special \$27.50 "Pony" Horseshoe (Model 940) List \$33.95 Special \$24.50 Standard S/S Rack (Model 921) List \$14.95 Special \$11.00 "Pony" S/S Rack (Model 941) List \$14.95 Special \$11.00



OLIN 12-25 GAUGE FLARE LAUNCHER with built-in safety release button,

Most popular and versatile marine signal kit available. Contains 25 mm launcher with stainless steel firing mechanism, 12-gauge convertor insert for firing 12-gauge meteors, two 25 mm red meteor flares, three 12-gauge red meteors, 24" x 24" international orange distress flag, watertight, polypropylene case.

Model 12/25B List \$94.28 Special \$66.50

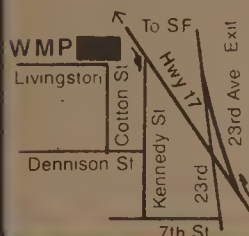


HEAVY DUTY SAFETY HARNESSES

Strong, secure, comfortable and attractive, the Forespar safety harnesses are constructed of heavy-duty 2" nylon webbing in red color. Harnesses feature cross straps in the back preventing straps from constantly slipping off the shoulders and giving added support to the body. Attached to the gold braided nylon lanyard is a special stainless steel snap hook rated at 1700 lbs yield strength. Available in S, M, and L sizes; each size adjustable to allow a comfortable fit. Second lanyard with stainless snap available for additional \$10.

Model	Size	List	Special
SH-S	Small	\$29.40	\$23.50
SH-M	Medium	\$30.45	\$23.75
SH-L	Large	\$31.50	\$24.50

Oakland



Discount Stores in Oakland & Palo Alto

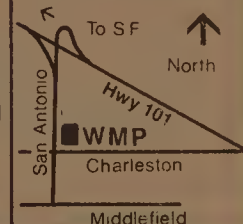
Store & Mail Orders: 850 San Antonio Rd. □ Palo Alto, Ca. 94303 □ (415) 494-6660
Retail Store Only: 2200 Livingston Street □ Oakland, California 94606 □ (415) 532-5230

Open Mon. through Wed. 9-6, Thurs. and Fri. 9-8:30 PM, Sat., Sunday 9-5

Satisfaction Guaranteed or Money Back

Send for Free Discount Catalog

Palo Alto



West Marine Products

Coming Up The Years

— susie klein

Ten years ago yacht racing wasn't
that competitive as sports go.

But things have been changing. Equipment has become more sophisticated, techniques have been refined, and the desire to win has become stronger.

These things, combined with improving Junior Programs, have made Junior Sailors better than ever. It's to the point now where they know more about making a boat go fast than most boat owners — ourselves included.

Susie Klein, a championship sailor herself, come up through the Junior Program at the Richmond YC. In the next six pages she describes the sailing world of three good Bay Area Junior Sailors.

SUPER JUNIOR

I like crewing better because I can do a better job and have more fun at it.



"That kid has a brain like a sponge," said sailmaker Jim DeWitt of Dennis George five years ago. Many other bay area sailors would agree with him. Seventeen year-old Dennis' ability to absorb information and synthesize it into becoming an ace crew has won him berths on boats for virtually every weekend for the past six years, boats that have ranged in size from a Flying Junior to a C&C 39.

It is difficult to write about Dennis' sailing background without dragging his entire talented family into the picture. Since they first began racing their Cal 3-30 *Escape* in 1973, Bob and Mary George, and their four children, Bill, Dan, Dennis, and Laura, have enjoyed considerable success in a wide variety of boats on the bay, and nationally. During the three years which they raced *Escape*, the Georges consistently took honors in their division on the bay, and had a successful season on the ocean. Several boats can make similar claims, but few can boast that they are manned by the immediate family. When they first began racing, the oldest crew member, aside from Bob and Mary, and an occasional outsider, was fourteen year-old Bill. As any family who has attempted to sail together — let alone race — knows, harmony is not always the prevailing atmosphere. Despite an occasional fistfight on the foredeck as they rapidly approached Blossom Rock on a typical summer afternoon, the Georges managed to defeat teams with greater age and experience.

Since his debut on the Cal 3-30, Dennis has branched out into many different boats. He has teamed up with members of the Truman family to place third in the 1977 Sears Cup Finals at Rush Creek, Texas; sevenths in the 1978 USYRU Youth Doublehanded Championship at Annapolis, Maryland; and, competed in the 1978 Etchells 22 World Championship in Newport Beach. In 1977 he helped Jim Lindsay capture top honors in the Santana 22 Nationals.

Crews are not always lauded for their talent, but just as behind any great man there is a great woman, behind — or

DENNIS GEORGE

rather in front of — every great skipper, there's a great crew. With alert eyes, a ready sense of humor, and the legs of a soccer player, Dennis has proven himself to be a valuable asset to many skippers.

Jim Lindsay says that Dennis is the most reliable crew he's ever had. "For someone that age, he's incredibly stable. He gets a kick out of being a team player. If you give him a job, like trimming the jib or spinnaker, its trimmed to perfection from Richmond to Vallejo. If he finds that something is wrong on the boat, he goes and fixes it almost before you are aware of the problem. I'm extremely flattered that he continues to sail with me."

Dennis does well when he occasionally sails a Laser, but he prefers to crew. "I like crewing better because I feel that I can do a better job at it and have more fun." His usual domain is the foredeck, although he is equally adept in the cockpit. "The foredeck is hard to do well", says Dennis. "I started doing it when I crewed with my father — so I decided to excel in that."

Dennis claims that he is not going to try to sail on so many boats this year, but rather concentrate on doing well in a few boats. Already he has a full season ahead of him. Aside from attending summer school at Seramonte High School and holding down a part-time job, Dennis intends to race on the Newport 30 II *Sherpa Grande* regularly, sail in the FJ World Championship, the J 24 Nationals, and try to qualify for the Mallory Cup Finals.

Three years ago, Dennis and Chris Klein teamed up to race a FJ. They had a successful season, winning the NorCal Championship, the Pacific Coast Championship, and placing seventh in the Nationals at Mattituck, New York. This year they have again joined forces and are campaigning an FJ. Last month, in the first World qualifying regatta at Palo Alto, they were one of the three teams to earn a berth in the FJ World Championships which will be sailed on the Berkeley Circle this summer.

Dennis' oldest brother Bill has invited Dennis to crew for him in the Mallory



Dennis George just crewed on "Sherpe Grande" which won the Larry Knight on July 28th.

Cup eliminations, and on the J 24, *Gangrene*. They hope to compete in the J 24 Nationals in Texas. If their string of firsts this spring in the fast growing local J 24 fleet is any indication of their potential performance, San Francisco Bay will be well represented at the Nationals.

A high school Junior, Dennis is on his

school's soccer team and is interested in Aviation and would like to become a pilot. As to sailing — "I'd like to get on a big boat and campaign it in a world championship — maybe go back East and race in SORC." There are few skippers who would not welcome Dennis' experience and ability on board.

SUPER JUNIOR

Here I was at the World Championship, too sick to get out of bed. I wanted to die.

Pam Poletti has recently been competing for the Women's National Championship in New York.



Ever since Pam Poletti turned thirteen her mother has been harassing the Department of Motor Vehicles to give Pam an early driver's license. When one looks at Pam's schedule, even the most berated DMV bureaucrat would sympathize with Mrs. Poletti.

Last year, as a Freshman at Redwood High School, Pam's daily routine consisted of getting up at 5 am. in order to be at Crew practice at the Corte Madera Lagoon by 5:45. After a two-hour workout, she rushed to school for a first period weight training class, followed by a full load of college prep classes. After school, she would commute across the San Rafael Bridge to the Richmond YC to sail a 420 for several hours. Somehow, somewhere in there Pam managed to squeeze in time to eat, sleep, and maintain a 3.5 GPA.

Propping her head up with her arm, the tall, wide-eyed and wide-smiling girl talks about herself with uncommon poise for a fifteen year-old. It is debatable whether Pam's relaxed and unassuming demeanor is a product of her broad sailing experience, or if her already impressive sailing career is a result of these characteristics. Already she has competed in two national and one world sailing championships.

Pam's sailing career has been earmarked for success ever since she was awarded the Richmond YC Junior Program's *Hal Cunningham Trophy* at age nine. That award is given to the novice who shows the most enthusiasm and love of sailing. A participant in both San Francisco YC and Richmond YC Junior Programs, Pam continues to show the same zeal for sailing which she displayed as a beginner puttering about the harbor in her El Toro.

In 1977 she skippered her family's Cal 20 to victory in the Consolation division of the Nationals, defeating three past national champions. That same summer she raced in the USYRU's Women's Singlehanded Championship at Coronado YC. Pam declines to admit how she placed in that regatta, but concedes that she learned a lot — especially how much she needs to learn.

PAM POLETTI

Last year, crewing for Susie Klein, she campaigned a 420 in the 1978 USYRU Women's Doublehanded Championship at Yale. After seriously racing or practicing three and four days a week throughout the spring, the team placed fifth, qualifying for the World Women's Sailing Championship in Holland. There, beset with a nine-hour time change, Pam caught the flu and was unable to sail in four of the seven races. Despite this, Pam and Susie managed to salvage a 24th out of the forty entries.

"I felt just horrible," said Pam wryly, speaking of the Worlds. "I'd lie in bed thinking of all the times we'd tacked up the Richmond Channel, and here I was at the World Championships, too sick to get out of bed. I wished I had 'mono' or something and could die. I felt so guilty."

Two weeks after her return from Holland, Pam demonstrated how much she had profited from her summer of national and international racing, by winning the California Women's Laser Open at the San Francisco YC. Runner-up in that regatta was Sharon Higgenbottom, a top contender in the 1978 Women's Singlehanded Nationals.

At an age when many girls lose their interest in sailing, Pam maintains that she continues to be an avid sailor because she relishes the competitive aspect of the sport. "I was encouraged by my results when I was younger. People tell me that if I work hard at it, I have a lot of potential." Her parents, John and Mary Poletti have been supportive of her efforts. "My parents have always encouraged me, but they've never pushed me into sailing. My dad never sat on the shore and made arm signals when I should tack, like some of the fathers. Whenever I did badly, they'd joke about it."

As soon as school gets out Pam hopes to get a job as a sailing instructor at the San Francisco YC and intends to start sailing her Laser in preparation for the USYRU Women's Singlehanded Championship which will be in Rochester, New York at the end of July.



"My goal is to place in the top five or six. I think that there is a lot I can learn from sailing a Laser for the next couple of years. After that I'd like to get into a doublehanded boat like a 470 or 505."

Currently, Pam's time is principally devoted to trying to get some sleep, schoolwork, and rowing. During her Freshman year, at the suggestion of two women sailors who also row competitively, Pam went out for the Redwood High School Girl's Crew. This

year she rows in the number seven seat of the varsity eight, 'a demanding position, directly behind the stroke — a position which requires strength, sensitivity, and precision.

"At first I started rowing to get in shape for sailing, but now I really love Crew. I'm divided, but I suppose if I had to choose between them, I'd still pick sailing. But, I would like to go to a college with a strong Women's Crew."

Whatever sport Pam decides to pursue, it's fairly certain that she'll have a great time and be a success. Meanwhile, Mary Poletti has abandoned her one mother assault on the Department of Motor Vehicles — Pam celebrates her sixteenth birthday next month.

SUPER JUNIOR

At night before a match race, I'd read Stuart Walker's chapters on match racing.



Most people who have watched John Kostecki sail would say he's a natural — until they see his room.

Ever since he began racing an El Toro in the Richmond YC Junior Program when he was eight years-old, John seemed to sniff out windshifts and thwart his competition with superior tactics and boat handling. Older kids, as they watched John sail precociously well through the ranks of the competitive Junior Program would shake their heads with amazement and wonder: "How does he do that?" "He's a natural is the frequent reply..

John, a slender and intense fourteen year-old, is reserved about his sailing achievements. Besides dominating his age group in the Junior Program, he and *cr w* Albert Boyce have met with reasonable success in the local FJ fleet which harbors some of the best dinghy sailors in the bay area. Last summer, showing a considerable amount of promise for a young team, he and Albert placed thirteenth in the FJ Nationals at Huntington Lake. Prior to that, John won the overall series at the St. Francis YC seminar for sailors between thirteen and nineteen in Lasers at Tinsley Island. Yacht clubs from all over California and beyond are invited to send their best Junior Sailors to the seminar.

"That was fun", said John, speaking of Tinsley Island. "There were people there from all over — even Mexico and New Orleans. They set up a lot of drills which really helped me a lot — like the *box start*. Instead of a regular starting line with two marks, they have four in a rectangle. They patrol the box so you have to stay within it before the start. It teaches you how to maneuver the start and to be at the line on time."

John's sailing experience is not limited to small boats. Since he was eleven he has crewed regularly on John Adam's Peterson Quarter ton, *Rum Runner*. Last year, with John skippering about half of the time, they took second in the Metropolitan Winter Series in a close battle with the Farr Half Ton, *Antipodiste*, and Hank Jotz' new boat.

What lies behind John's seemingly natural aptitude for success on the race

JOHN KOSTECKI

course? Well, first of all, a love of sailing. He first began sailing with his father, Jack Kostecki, on the family Cal 20 when he was three years old.

"I was in the boat whenever my dad raced. When we were up river I'd sail the El Toro all the time. I loved it so much. My family would want to go somewhere and all I'd want to do was sail around in my El Toro."

But John's ability to sail well is not genetically determined, a lot of it is his environment.

His room testifies to his infatuation with sailing. The walls are hidden behind sailing posters and the corners are laden with well-thumbed sailing magazines.

"I read a lot, especially in the summer when I have more time." A shelf of his bookcase is devoted to sailing books. He picks out a copy of Stuart Walker's *Advanced Racing Tactics*. "This is one of my favorites. At night before a match race I'd read both chapters on match racing." He has compiled a notebook of some of his favorite articles on starting, practicing, tactics and rules. "I used to read the rule book after an FJ race. I'd run into a situation which I wasn't sure of and then I'd go read the whole rule. "Unlike many competitive young sailors, John does not misdirect his competitive drive into throwing tantrums on the race course when he encounters setbacks. He always appears calm and collected, intent on the challenge at hand: to sail the best race possible. "Before a start I watch the weather, like looking for squalls or windshifts. Some things are easy — like the wind bend at Angel out on the Circle . . . I really like tactics — that's what I'm strongest in."

John and Albert hope to qualify for and compete in the FJ World Championship which is to be held at Richmond this August. Also they hope to qualify for the Bemis Finals, which would involve defeating some of the top young doublehanded sailors in the state at the Semi-finals which will be held at the Metropolitan Oakland YC in July. Next year John would like to race in the USYRU (United States Yacht Racing



John started sailing on the family Cal 20 when he was 3 years old.

Union) Youth Doublehanded Championship, with an eye toward an eventual campaign in a 470 for the 1984 Olympic Trials.

Meanwhile John amuses himself by "fooling around" in Lasers with friends and racing an El Toro in SBRA (Small Boat Racing Association). He has become an established fixture at the

Richmond YC on weekends.

A freshman at Terra Linda High School in San Rafael, John is interested in math and drafting. Although college is a few years off, he would like to go somewhere with a good sailing team and study mechanical engineering or naval architecture.

LASER SLALOM

As a rule sailboat races are not designed with spectators in mind. The Laser Heavy Weather Slalom is the exception to the rule.

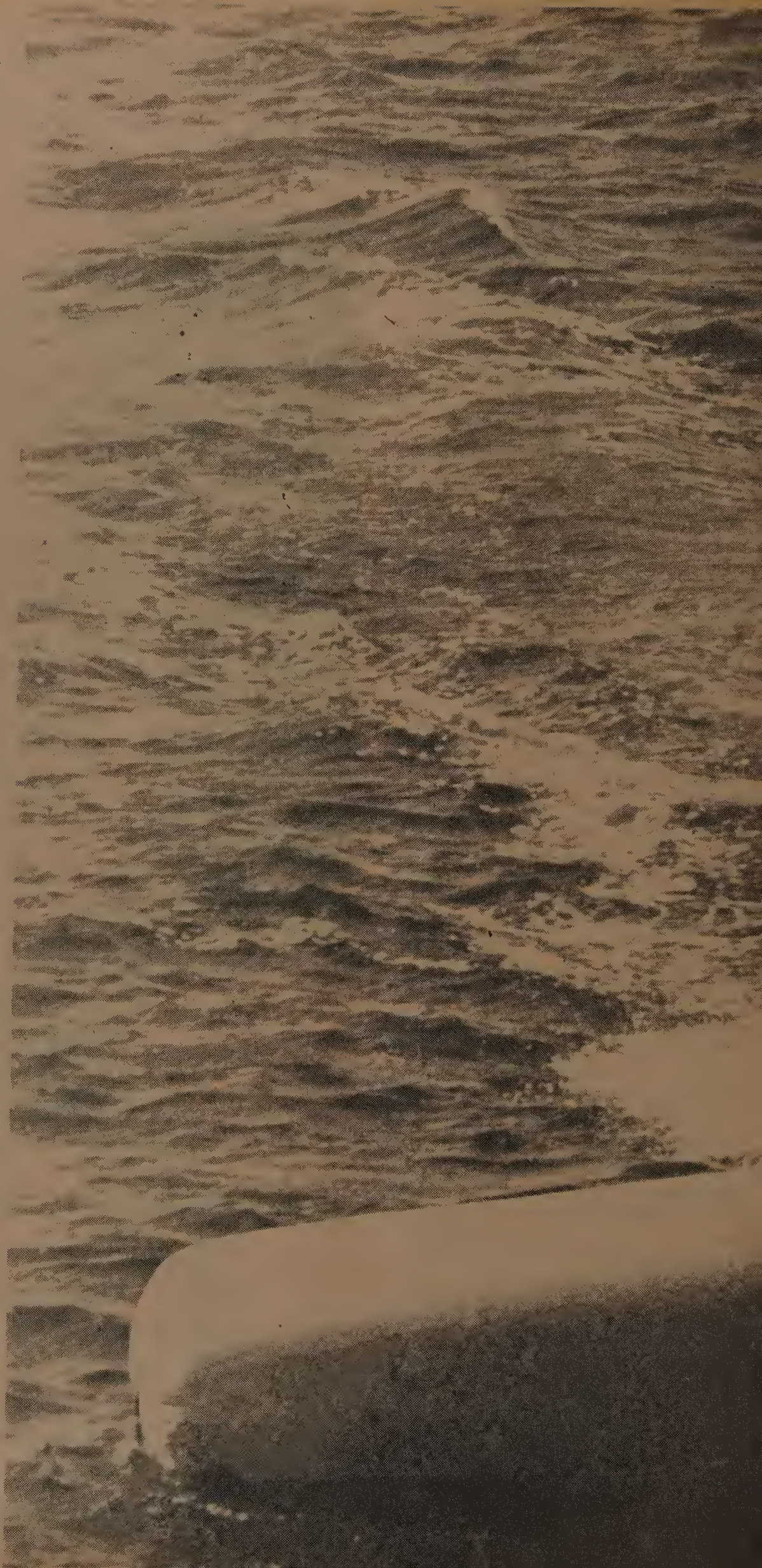
When it was conceived five years ago, the Slalom was set up to offer as much enjoyment for the sadists watching as the masochists competing. Consequently the races are short and continuous, and featuring easy to follow head-to-head competition. There's lots of exciting quick jibing and tacking, and usually plenty of spills. Sailed directly in front of the St. Francis, there is a superb viewing area, and a running commentary is provided over the P.A. system.

The S.F. Laser Association and the St. Francis, who originally sponsored the event, run it as an invitational and over the years have tried to attract sailing 'celebrities'. Each year invites are sent out to Ted Turner, Bill Ficker, Dennis Connor and such. Charlie Morgan accepted the first year, and a number of other 'celebrities' followed his example. There is also room for a whimsical entry or two. One time an Olympic gold medal winner in bobsledding accepted an invitation — he said it was the scariest thing he had ever done.

Each year there are 32 entries that compete in the double-elimination tournament — meaning you have to lose twice before you're knocked out. This year's entries — many heroes had gone TransPac — came from as far away as Oklahoma, Vancouver, and southern California.

Women have always been a part of the event. This year Poppy Truman and Sharon Higgenbottom accepted invitations and made it through several rounds. The best performance ever by a woman was achieved the first year the event was held. Fletcher Olson from down south made it to the quarter finals. She was 3 months pregnant.

This was the first year we've had the opportunity to see the action. The anemometer was registering 25 knots







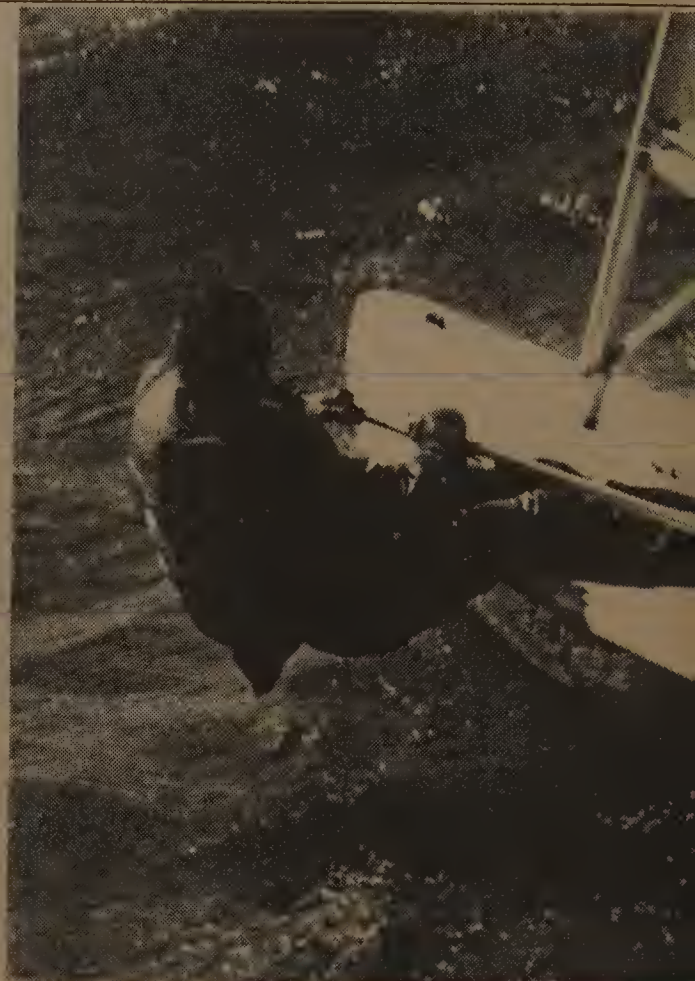
34176



75

PHOTOS BY JOHN HUTTON & LATITUDE 38





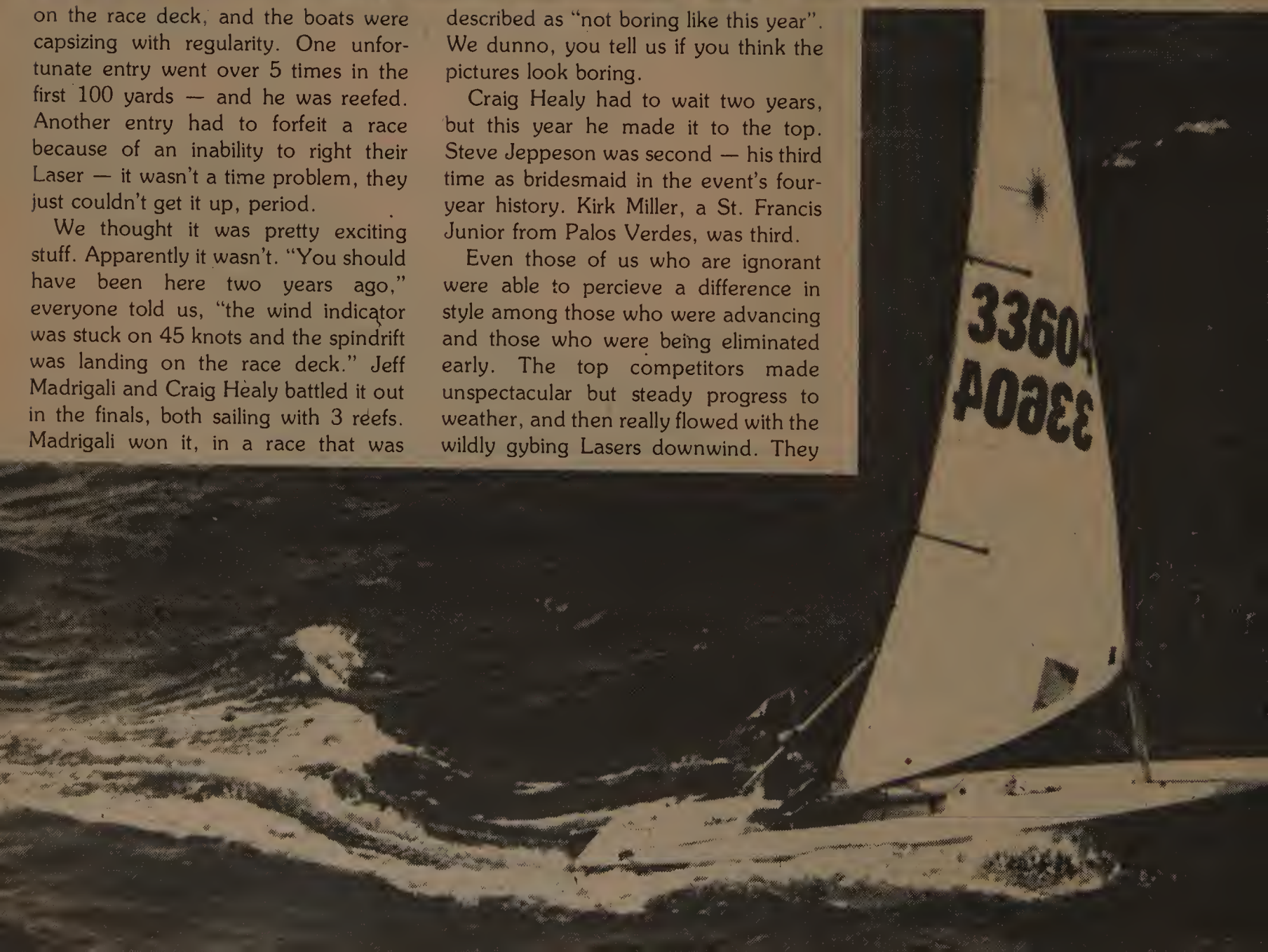
on the race deck, and the boats were capsizing with regularity. One unfortunate entry went over 5 times in the first 100 yards — and he was reefed. Another entry had to forfeit a race because of an inability to right their Laser — it wasn't a time problem, they just couldn't get it up, period.

We thought it was pretty exciting stuff. Apparently it wasn't. "You should have been here two years ago," everyone told us, "the wind indicator was stuck on 45 knots and the spindrift was landing on the race deck." Jeff Madrigali and Craig Healy battled it out in the finals, both sailing with 3 reefs. Madrigali won it, in a race that was

described as "not boring like this year". We dunno, you tell us if you think the pictures look boring.

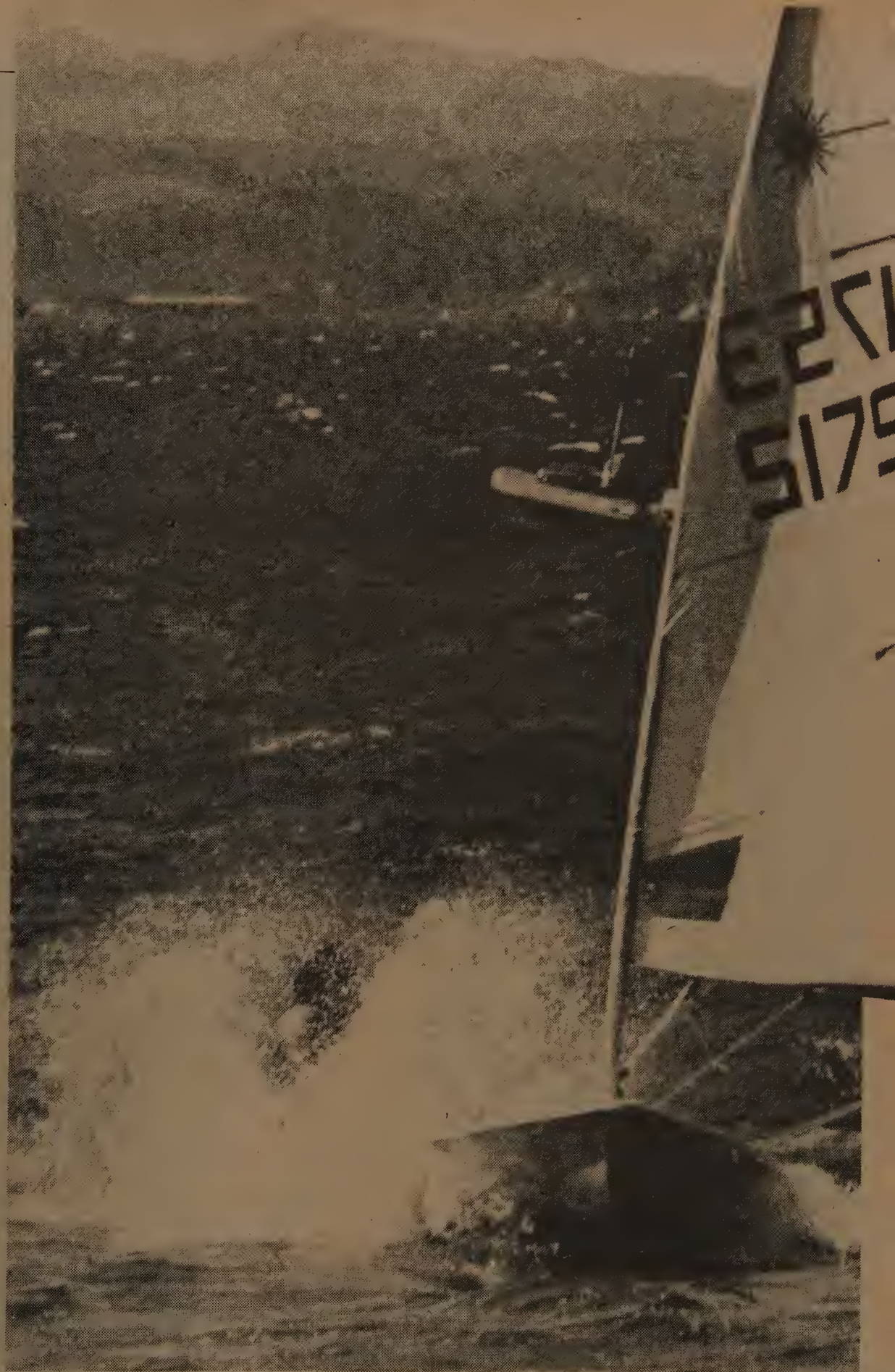
Craig Healy had to wait two years, but this year he made it to the top. Steve Jeppeson was second — his third time as bridesmaid in the event's four-year history. Kirk Miller, a St. Francis Junior from Palos Verdes, was third.

Even those of us who are ignorant were able to perceive a difference in style among those who were advancing and those who were being eliminated early. The top competitors made unspectacular but steady progress to weather, and then really flowed with the wildly gybing Lasers downwind. They





PHOTOS BY JOHN HUTTON & LATITUDE 38



displayed no hesitancy or indecision in trying to keep pace with the boat, performing a daffy nautical ballet. Sometimes they made it, sometimes they crashed theatrically.

On the other hand, those who were tentative and tried to gybe conservatively got killed. They repeated rounded up and were consistently dumped. It wasn't that they didn't know what had to be done, they just hadn't 'wired' grappling with a greased octopus. For those who did capsize, the very short races were

truly exhausting.

In some photos you will notice the competitors sporting Coors jerseys or gauchos. This doesn't mean it was a professional event. Filmmaker Warren Miller — whose son took third — was filming the event to be part of a fall television show featuring the best crashes in skateboarding, skiing, hang-gliding, surfing, and Laser sailing. Coors is helping to underwrite that project, and in the interests of developing more young Coors consumers, was in-

teresting in 'assisting' with the Slalom. Ghastly afraid of allowing commercialism into the event, Coors was restricted to providing each contestant with a numbered jersey and a gaucho — plus 12 cases for the collective thirst. Coors also saw fit to donate \$500 to the San Francisco Bay Sailing Association (SFBSA), the non-profit organization founded to see that qualified sailors get funding assistance to travel to distant regattas. All is well.

RHODES 19

Championship sailing action moves into full swing during the next two months, with some of the best action expected at the Rhodes 19 Nationals August 20-24th. Of all the various boats which will have championships, no other boat can match the Rhodes 19's long and twisted heritage.

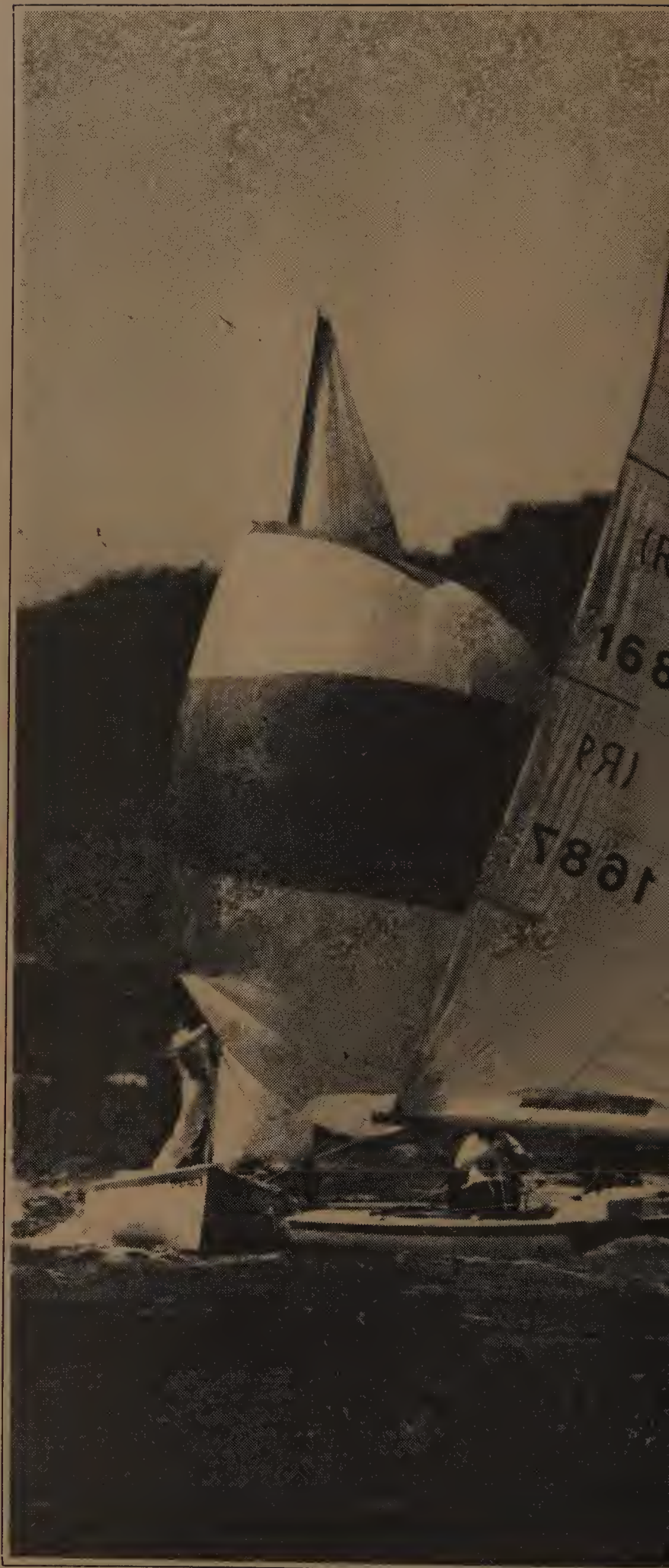
It all started after the Second World War when Maryland's Allied Aviation had no more orders to construct molded plywood airplane fuselages. Someone came up with the idea of sailboats and the name Phillip Rhodes, and soon the plant was turning out bare hulls for owners to finish. Most of them went to Cape Cod and the Martha's Vineyard area. Eventually, one resident of the area specialized in finishing them off and they became SMYRA's — probably named after the Southern Massachusetts Yacht Racing Association. It was 1948 and the boats were round-bilged centerboarders with open cockpits and wood spars. Their cost — \$1695.00.

As the years passed and fiberglass boatbuilding developed, the Marscot Plastics Company — pioneers in fiberglass boatbuilding — used one of the SMYRA hulls as a plug for a mold and began producing the boat in fiberglass. Company fortunes jumped up and down until finally the boat came into the hands of the George O'Day organization. O'Day and Rhodes reached an agreement to have the boat bear his name, as the Rhodes 19, and the O'Day Company has been making them ever since. By that time, however, they were made of fiberglass, given fixed keels, a cuddy cabin and aluminum spars.

The boat proved popular and by 1960 a class had formed with regional championships. By 1963 there were Nationals held. Over 2500 boats have been sold, and the class remains stable and active. Tom Martin proved instrumental in getting the Rhodes 19's popular on the Bay, and some sailors who started the program in the beginning still sail the boat. Joe Madgrigali has been racing Rhodes 19's for 16 or 17 years; Kirk Smith for 15; Jim McCray and Mike O'Shea have been active in the class for many, many years.

Although the National's will be held at the St. Francis, the heaviest concentration of Rhodes 19s is at the San Francisco YC where they have been used constantly in junior and women's sailing programs. Sailors who are just coming into their prime like Chris Perkins, Paul Storz, Jeff Madgrigali and Tad Lacey all developed their skills on the Rhodes.

The other big stronghold for the 19's in the Bay is the Navy, both at Treasure Island and Alameda. Most of their boats are used for intramural sailing, but one or two are always ready to compete in SYRA events.



Although there are no full-time women skippers in the local fleet now, there have been a number in the past, and some alternate at the tiller with husbands and other family members. There has been a woman National Champion though — Martha Martin of San Francisco, winning in 1970. Local sailor, Tad Lacey, who now crews on *Imp*, won the Na-



PHOTO BY DIANE BEESTON

tionals in 1974.

Even though the boats were designed on the East Coast, they are well suited for the Bay. They go to weather well in a breeze and a chop, and offer exciting planing fun with the chute up off the wind. Their big cockpits made them good for family fun as well as racing.

18 boats are expected for the Nationals, 9 of them top-flight Rhodes 19 sailors from other areas of the country. There are morning races August 22, 23 & 24 which start at 11:00 a.m. off the St. Francis. You might stop by and have a look.

— latitude 38

JAPANESE

Two years ago, the Japanese Admiral's Cup team raced at Cowes and came in 18th in a 19 team fleet. The Japanese do not need more than one poor performance to learn a lesson. They return to England this month prepared to make a better showing and to regain lost face.

The most important change is that they will be racing smaller boats. This year's entrants — *Koteru Teru II*, *Togo VI* and *Gekko* — are all carbon fiber reinforced boats, ranging in size from 39.5 to 42 feet. The crews have been practicing more frequently this time, often being coached by foreign yachtsmen. And, they have come to England early to tune up in the Solent and to familiarize themselves with local conditions.

All three boats in the Japanese team were made in Japan. *Togo*, a Peterson design, was built by Chita Yachts. *Koteru Teru II* and *Gekko*, were designed by Japanese naval architect Yoshio Kihara, who trained at Sparkman and Stephens in the United States.

Yoshio Kihara's "Friendly Boat Works"



Kihara, 33, is a serious minded fellow with considerable experience in sailing in the U.S. (SORC, Bermuda race, etc.) and has raced extensively in England as well. About 5 years ago, in uncharacteristic Japanese fashion, Kihara broke away from his employer and formed his own small Nakayoshi ("Friendly") Boat Works. It is a relatively small company which employs fifteen people and produces about 30 small (23'-30') boats a year. His quarter tonner *Kamikaze Express* came in 2nd at the Quarter Ton Worlds in 1978. Kihara's Admiral's Cup designs mimic that quarter tonner with its lighter, scooped transom, big sail area and high aspect ratio.

Kihara's office, on the second floor of his factory, overlooks Ise Bay. The room is filled with drafting tables, books on naval architecture and issues of slick American yachting magazines. Across the street from the yard, farmers work in rice paddies. Despite his stay in the U.S., the earnest young man does not display the American backslapping "let's-make-business" mannerisms that many Japanese businessmen have adopted. What he has taken from the American experience, however, is practical know how and the desire to be his own boss.

On a visit to his factory in May, we spoke about the Admiral's Cup. He is looking forward to Cowes, where he has sailed many times with English manufacturer Jeremy Rodgers. He will be crewing on *Koteru Teru II*. His thoughts turn to potential problems. "Sailing in the Solent is tricky. There are shallow shoals and the area is covered with numerous marks," explains the designer. "Sometimes the winds really come up — the last time, we were not used to such strong winds. That's why we're going early to practice. We generally prefer light to moderate winds, under 20 knots."

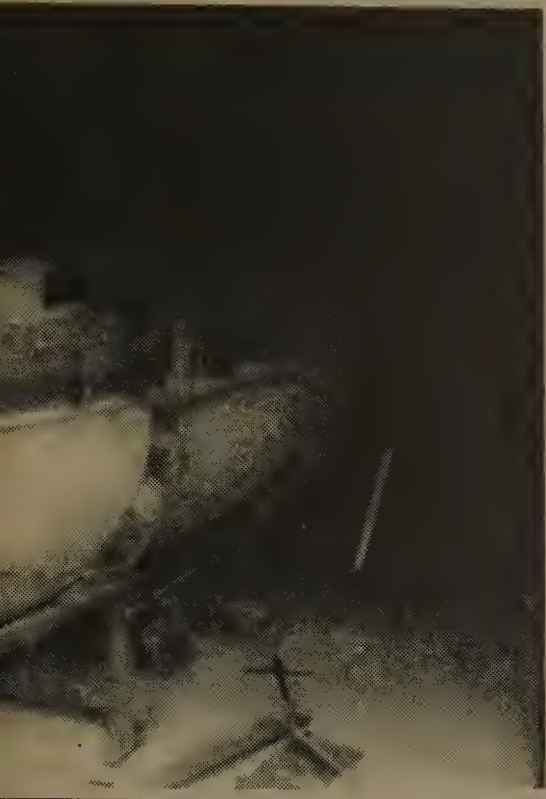
He talks about his two designs. *Koteru Teru II* is 42' with a 13' beam and weights about 17,500 lbs. Her sail inventory (they're using King Sails,) will include a main, a #2 and #3 genoa,

Kihara designed "Gekko"

staysail, 4 spinnakers and a blooper. *Gekko*, which means "moonlights" is 39.5' and has been completed just in the nick of time. It was *Gekko I*, an all aluminum boat that took a third in the Admiral's Cup qualifying series held at Osaka Bay in January. While the new



ADMIRAL'S CUPPERS



former associates and potential customers are eager to see how his designs perform. A good showing will be important for his reputation.

If his *Koteru Teru II*'s performance at the spring Golden Week Regatta is any indication, at least that boat should do well in England. It was impressive both in light and heavy air. The boat's owner, Teruo Yamaguchi, was pleased anyway.

Yamaguchi, a businessman-yachtsman is a larger than life character. His import-export business takes him all over the world. Yamaguchi works hard, plays hard and has a wry sense of humor. I caught up with him at Suntopia Marina, a small harbor on the east coast of Awaji Chima, across Osaka Bay from Nishinomia Harbor, where he normally keeps his boat.

On Awaji Island, known for its cut flowers and onion crops, wealthy yachtsmen come weekends to lead the good life. The set-up at Suntopia is splendid — complete marine facilities and a stunning club house. Nearby sit gleaming new high rise condominiums where boatowners keep getaway units which they call "mansions." The modern, carpeted, 1500 square foot condos are indeed spacious by Japanese standards. Though attractive, the interiors lack a woman's touch, which is not surprising since most wives are generally kept at home.

Yamaguchi is a gourmet cook. His lavish post-race feasts are renown. The night I arrived there, he was serving local clams, 3 mushroom salad, barbequed prawns, ham and lamb chops, accompanied by a pleasant Japanese made burgundy labeled "Merdica," produced near Mt. Fuji. As he fussed over his cuisine, he explained that his boat's name is a play on his own given name, Teruro. "Koteru" is actually a kind of children's puppet or folkdoll that brings good luck. The doll's image is painted on the side of his boat's hull. Yamaguchi has been sailing for years. His crew is top-notch. The driver, Yoshio Shozaki, is superb. His crew includes several near-professionals and

an Olympic medal winner.

The macho, all-Japanese crew knows how to party as well as to sail. As the evening progressed, friends, staying in the same building, dropped in the apartment for some fun. They took their shoes off as they entered and sat around in a big circle drinking beer or hard liquor. A fellow with a guitar began playing. Someone called out for him to play "Country Road" and these foreigners, many of whose ancestor's faces I was sure I had seen on wall hanging at our Asian Art Museum, began singing the words, "Country Road, take me home . . ." Their musical repertoire was astonishing — the Beatles, Johnny Cash, Italian songs — everyone seemed to know the words. The guitar player's rendition of "Mac the Knife" would have pleased old Louis himself.

A guy in a Walt Disney "Goofy" shirt, fake microphone in hand, did two hilarious mock interviews. In one imitation, he mimicked the Japanese World War II POW, found on a remote island

fiberglass *Gekko* was under construction, the old boat was used for practice. The new boat, built at a cost of \$175,000, will be rigged and sailed for the first time in England.

Kihara has a lot riding on the international event — old sailing friends,

The "mansions" on Awaji Island



Sleepy Shigeru Terayama



JAPANESE

30 years after the War's end — he had him apologizing for surrendering. Then he did a priceless imitation of the Japanese official involved in the Lockheed scandal, denying any bribe taking. The group roared with laughter.

“The best sailors were alcoholics, next the schizophrenics, then the neurotics. The worst sailors were the patients with school phobia.”

Others took turns entertaining. The antics and merrymaking continued until 2 a.m. when everyone fell into their sleeping bags.

It was one groggy crew that woke a few hours later. They breakfasted on stew and pickled cucumbers at 5 a.m. Two of the younger crewmen were making and wrapping rice balls to eat during the race, along with “Cup O’Noodles,” which is a race-favorite. Most sailors are wearing warm-up suits (an outfit worn on the street by young and old all over Japan) under their foul-weather gear. They were down at the docks by 6 a.m. for a 7 o’clock starting time.

They shouted their “ohayo gozaimasu” to their friends on *Togo*, the sleek, navy blue hulled racing machine, with white lightning stripe. *Togo*’s 30 year old skipper, Shigeru Terayama, a former race car driver, nodded sleepily. In addition to their regular navigator, an Englishman, Dudley Haigh, was on board *Togo*. Haigh had made the trip to Japan specifically to sail with the *Togo* crew during the four day regatta. He will be racing with them at Cowes, providing local knowledge. He travelled at owner Dr. Togo Yamada’s expense. *Togo* has not spared anything for this campaign.

Dr. Yamada, who confesses that he got involved in this whole business



because of his friend Yamaguchi’s prodding, is a fascinating individual. The 43 year old psychiatrist is short and looks rather like one of the Vietnam generals whose photos donned our front pages throughout the 60’s.

Yamada is a true gentleman, very bright and inventive. He is as versed in folklore as he is in use of the sextant. His 200 patient clinic in Kobe is a well-respected treatment center. *Togo* took up sailing only 3 years ago and has already won several important races, in-

Dr. Togo Yamada



Top crewman “Pinko”



A.C. TEAM



Admiral's Cupper, "Togo," a Doug Peterson design.

cluding taking a third with his one tonner in the China Sea Race against such notables as *Windward Passage* and *Kialoa*. Though Yamada does not take the helm himself in important races, he makes a significant contribution tactically.

In an earlier conversation, he explained how he got into yachting. "I had always loved the sea and dreamed about sailing around the world one day," explained the good doctor. "I did a lot of rowing in college, where it is also important to know about tides and currents. I bought my first boat, a dinghy, on a lark. I figured if a native can go out in a small canoe, why can't I handle a boat. I didn't have much time for sport, so I read many books and learned to sail mentally. Somehow I caught on and then I bought a 25' cruiser.

"The boat turned out to be a wise investment," continued the doctor. "I discovered that sailing was therapeutic for my clinic patients, so I'd take out 5 or 6 at a time. You know," he says in his lively manner, "the best sailors were alcoholics, next the schizophrenics, then the neurotics. The worst sailors were patients with school phobia. In any event, I went on from a Yamaha 25 to a 30 and then to a one ton cruiser. A year

and a half ago, I commissioned the new Peterson for the Admiral's Cup. When I told him in the presence of his boat dealer, Wakabayashi, that the American definition of a boat is "a hole in the ocean in which you pour money," Yamada quickly responded, "And Wakabayashi is at the other end of the hole."

Where Yamaguchi's crew is very pro-

fessional, Togo's is more amateurish. In fact, he put an ad in the paper last year to recruit crew. Of the people who answered the ad, only 2 had ever sailed before. To Yamada's credit, including his willingness to teach them and provide expert coaching from sailors like Australian Robert Frye, he has shaped the crew into a team of accomplished competitors. At a cocktail party at the clubhouse after the third race, tapes of the day's race were shown (it is traditional to show tapes of races at most award banquets in Japan) and *Togo* looked good, pointing well, rounding marks neatly. By the end of the regatta, it was the *Togo* team that beat out 25 other boats and took the trophy.

I was impressed by the Japanese team, by their warmth and friendliness and by their effort to do whatever possible to make up for the lack of experience and tradition in yacht racing. It is difficult to say just how well the Japanese will do in England this month. They feel that they have a better chance in a long, oceangoing Fastnet Race than they do in the shorter contests. But it is certain that the Japanese are catching up in yachting, as they have in science, business and industry.

— marilyn volles

"Togo's" winning crew



DELTA DAYS

We left Sausalito right on our usual schedule, three hours late. We had planned to leave the dock at 10:30 A.M. By the time we had cranked up and backed over the El Toro it was 1:45.

I was looking forward to that breezy run up Carquinez. What we got was 2-4 knot winds and the choice of motoring away our expensive gasoline or drifting along under sail and finishing off two weeks worth of beer the first day.

The dinghy we were towing passed us four times.

The countdown for our trip up the Delta had begun on Monday when I discovered the oven on the boat would not heat over 200°.

On Tuesday I dashed to the sailmakers and retrieved a huge expanse of 4 ounce nylon which was to be magically transformed into a canopy before the weekend.

On Wednesday, eight year old Patrick announced that his ears hurt a lot and the pediatrician confirmed an ear infection, wrote a couple of prescriptions, and said he was glad we'd caught it early.

On Thursday, Patrick's temperature rose to 103° and I cancelled my plans to shop for a new swimsuit.

By Friday, I was four station wagon loads behind in my provisioning and Patrick was back in the doctor's office with an ever worsening earache.

We left the office with a fistful of prescriptions and instructions for him not to get any water in his ears up the Delta. Fifth bucks worth of swimming lessons and my sanity were already down the drain. I felt we should fly a Red Cross flag and write "Hospital Ship" across our beam, we had so much contingency medication.

Five hours after leaving Sausalito we were still in San Pablo Bay, contemplating the sturgeon jumping around us and the half gallon of Tequila stowed (somewhere) below.

As the sun began to set we found ourselves opposite Pittsburg so we gave up and decided to try the new marina there. It was a very comfortable, modern harbor with a gas dock, showers, and a friendly harbor master who collected \$3.00 and told us they usually have about 10 berths open for overnights. There are groceries, a bait shop selling ice, and a good Mexican restaurant within an easy walk.

The next day the wind picked up and we continued our sail up the river. We were still stitching up the canopy when we arrived at Potato Slough for the annual convention of dinghy nuts. Actually, we had not sailing dinghys before but after observing the goings on last year, we felt compelled to round up not one but two El Toros to ensure that there would always be the possibility of a race.

We dropped a stern anchor and

squeezed into a cranny between boats, grabbed a bow tulle and began the Delta ritual: down came the dinghys, up went the canopy; off came the bluejeans, on went the sunscreen; into the cooler dug seekers of beer, bait and snacks. Everybody seemed in a frenzy to do it all the first day, though we had 15 days ahead to fill.

Fig Island is the nickname given to a large island on Potato Slough where quite a contingent of sailboats spend their time, and much zealous dinghy sailing takes place. This year we were also entertained by an eight year-old having his first sailing lessons on a Laser. His dad shouted instructions from the stern of their Coronado 30 safely tied to shore as the gutsy kid shot back and forth at breakneck speed, only occasionally ramming into the beam of unwary sailboats anchored in his flight path.

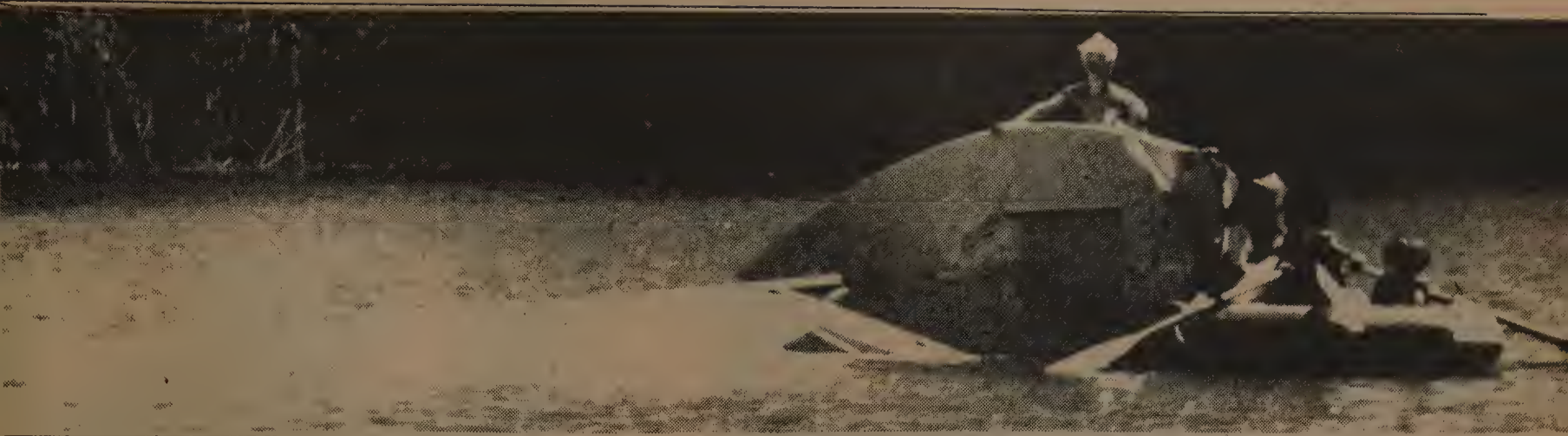
After three days in Potato Slough, we were compelled to pack up and head for Mandeville Cut for the annual fireworks display which always occurs sometime *around* the Fourth of July. It never seems to be **ON** the Fourth, and there is always avid radio chatter concerning exactly when it will take place. Sooner or later, however, a U-Haul truck on a barge drops anchor, boats of all descriptions crowd into the cut, and a thrilling display takes place with sparks showering on any carelessly doused jibs and the fireworks crew diving for cover as the duds explode too close for comfort. It's a show within a show, and over all too soon. Then anchors are hoisted, motors rumble, and the majority of the audience departs in the night for Tinsley, Five Fingers, and other unknown points of refuge. Those of us tied to shore breathe a sigh of relief that our anchor lines are still intact, douse our mosquito coils, and tuck bedazzled children into their sleeping bags.

We didn't linger at Mandeville long because of the power boat traffic and the constant attention to bumpers and spreaders required by their wakes.

Our next destination was The Meadows, recently available to sailboats

Zzzzzzzzzzzz





Oops

Getting rid of the rug-runners.



with the permanent opening of a railroad bridge on beautiful Snodgrass Slough. We reached The Meadows via a long, welcome sail up the Mokelumne under main alone, stopping after the Miller's Ferry Bridge at Walnut Grove Marina to restock ice and groceries.

Once we were settled in The Meadows, the course was laid out and dinghy racing was begun in earnest. Each race received an appropriate title. On the First Annual Fifth of July Dinghy Race, there were five El Toros, one Sabot, and one Laser with a few curious Sunfish and Montgomery's lurking but not participating. The Laser was handicapped by having to round each mark twice. *The Red Baron*, an El Toro with a relatively inexperienced captain, was five minutes late to the start and fifteen minutes late finishing after capsizing twice.

The courses were reversed, the wind came and went; there was the Cathy's Birthday Race, the Dougy Dunk, Fathers and Kids, and the Last Annual Women's race in which there was one foul, one capsizing on the finish line, and the discovery that there is more to getting an El Toro to weather than meets the eye.

One night after we were all raced out, we rowed the dinghys to a secret beach, debarked past the NO TRESPASSING sign, tiptoed through the cow patties, down the farmer's road, over the barbed wire fence, along the railroad tracks, past the GUARD DOGS ON DUTY sign, and into the town of Locke for dinner at Al-the-Wops. Upon our arrival we discovered that the Pear Growers were having a private party and there was no space in the dining room for our

DELTA



There's more to getting an El Toro to weather than meets the eye.

party of 16. However, after hearing of our long, arduous journey, they agreed to serve the eight adults at the bar while the eight kids shared chairs and dinners at a small table nearby. The huge meals consisting of gargantuan steaks, pasta, french fries and salad, were devoured with gusto by all. The bartender demonstrated how he gets hundreds of dollar bills to adhere to the ceiling, and the waitress informed us that four people had indeed been bitten by the guard dogs lately and directed us back to the railroad tracks by a less treacherous route. Soon we were picking our way back through the cow patties by flashlight and four happy families rowed back to sleeping sailboats.

The weekend came and The Meadows began to get very crowded so we decided to move on, this time to White Slough, with a stop at Ternimous for restocking and a delicious 25¢ shower.

We basked several days at deserted Turtle Lagoon until our dwindling ice supply prompted the bright idea that someone should sail the El Toros down to King's Island Resort to get ice. For your information, the procedure to follow when going to the grocery store two miles away in a sailing dinghy is:

1. Find a friend to go with you in his El Toro for safety.
2. Load up your oars, bailing

bucket, week's garbage, life jacket, chart wrapped in plastic baggie, and a beer for the road.

3. Cast off, sail 50 yards, return to boat for wallet, wrap it in a baggie, cast off again.

4. When you get to the bridge and your mast will not clear it, you sail down close to the bridge, head into the wind and snatch the mast out, drift under the bridge, then jam the mast back in and reach off just in time to avoid hitting the boat docks on the other side.

5. When you reach the store, ask someone at the dock if you can use their VHF to radio your family that you made it and are on your way back with the ice and candy bars.

6. When you get back to the bridge again and this time the current is against you, you beat right up to that cussed bridge, lean forward quickly and snatch the mast out, then SCULL LIKE HELL until you are clear.

7. Graciously accept reward of cold beer offered by cheering audience on other side.

When the time came for us to head home, I wasn't exactly sure what day it was, but I knew by the signs: I hadn't seen my shoes in weeks, the white

stripe from my wrist watch had disappeared, and I had mad cravings for ice cream, chocolate cheesecake, and double cheeseburgers. We were out of breakfast food, most liquids, sunscreen, paper plates and toilet paper.

We dreaded that miserable beat through Suisun and San Pablo Bays and the weather radio said it was gusting to 43 at Angel Island. We tried to think of an alternate plan; leave the boat at Walnut Grove or Perry's and bring it home some other weekend, but the route would still be the same so we pressed on. The dinghy swamped in Suisun Bay, but we recovered it. The breakers in San Pablo were menacing but as planned we sought refuge at Vallejo Yacht Club hoping the wind would die in the night and we'd sneak out very early for the rest of the trip. In the morning we awoke to find four MORA racers rafted to us, the crews still asleep from their tardy 2 A.M. arrival; they had been becalmed in the ocean.

We tackled the sloppy San Pablo Bay in our foul weather gear after two weeks of near nakedness in the Delta and wondered aloud what was so great about sailing on San Francisco Bay.

Then, as usual, the sun peeked out of the fog, the wind moderated, the bridges came into view, we had a fantastically beautiful sail home, and suddenly we remembered.

— sue rowley

HALFWAY THERE

The first half of the HDA season ended in June, and the top three boats in each division are listed below. 1979's fleet is the biggest in history and the racing is tight. Second half starts up the second weekend in August.

PTS.	NAME	BOAT	YACHT CLUB	SKIPPER
DIVISION F				
2.25	LA MER	COLUMBIA	ST. FRANCIS YC	RICHARD MANN
8.00	ENTERTAINER	C&C 38	ST. FRANCIS YC	McSORLEY/NELSON
10.00	BLUE STREAK	CAL 38	BERKELEY YC	SAM WHITESIDE
DIVISION H				
6.75	AMERICAN EXPRESS	RANGER 37	ST. FRANCIS	RICHARD WILDE
6.75	DEMASIADA	C&C 35	RICHMOND YC	STAN RINNE
7.75	COEFFICIENT	C&C 35-2	RICHMOND YC	LAURIE & MARLOU TIMPSON
DIVISION I				
4.50	SPARTAN	TARTEN TEN	SAN FRANCISCO YC	BOB POTTER
11.75	GAMMON	TARTEN TEN	PARADISE HARBOR YC	GRAHAM/B. OSTERMANN
9.00	DINO	TARTEN TEN	SAN FRANCISCO YC	BILL KLUTE
DIVISION J				
4.50	WAVELENGTH	CAL 33	METRO OAKLAND YC	JOHN DEMETER
4.50	FOXEN II	OFFSHORE 47	RICHMOND YC	CAL HAGSTROM
6.00	GOLDEN EGG	FREYA 39	SAN FRANCISCO YC	SCRAMBLED SYN.
DIVISION K				
3.50	ZODIAC	K-40	COYOTE PT. YC	FRANK BALLANTINE
7.75	ELASE	C&C 33	SAUSALITO YC	JOHN & SUE ROWLEY
13.00	AUKAI	LAPWORTH 36	ST. FRANCIS YC	HAMILTON/LEONARD
DIVISION L				
5.75	OBSESSED	SANTANA 30	RICHMOND YC	DONALD TUCKER
8.75	SYNTOWIN	NEWPORT 30	ISLAND YC	WILEY STAGG
10.00	LIBERTY	MORGAN 27	RICHMOND YC	PETER BENNETT
DIVISION M				
8.50	BLUEAGLE	NORTHSTAR 727	ISLAND YC	WINTON CLEARY
9.75	SIZZLER	NORTHSTAR 727	SPINN. YC	RICHARD WILSON
10.00	KIM	SPAULDING 33	SAUSALITO YC	RON TOSCHI
DIVISION N				
2.25	SEAWAN	THUNDERBIRD	SAUSALITO CC	RAY GIRARD
9.75	RETTIE OR KNOT	YAMAHA 25	ISLAND YC	MIKE & LINDA RETTIE
11.00	SLEEPER	O'DAY 25	VALLEJO YC	GARY CICERELLO
DIVISION P				
5.50	ORANGE SUNSHINE	ERICSON 27	ISLAND YC	GLEN MILLER
5.75	CAYENNE	RANGER 23	ISLAND YC	DAVE HOARD
7.00	TAKU II	BRISTOL 29	SAN FRANCISCO YC	STUART STEPHENS
DIVISION R				
4.75	WINDSONG	INERNAT'L FOLKBOAT	COYOTE PT. YC	JIM & SKIP McALLISTOR
8.00	SAMSARA	CAL 20	CORINTHIAN	COLIN GILBOY
8.75	MALOLO	ARPEGE	BERKELEY YC	JENKINS/BORHANG



CANOEING — HAWAIIAN STYLE

18' LOA, 8' beam, 6"-12" draft. F/G hull & decks, float foam filled & weighted for stability. Wood wales & laminated outrigger arms. Assembly by lashing or optional bolt-together assembly & takedown. Positive flotation w/built in air chambers. Seats 4. \$1700 paddling mdl., \$1900 sailing mdl. Above mdl. & dbl. canoe mdl. available.

OUTRIGGERS EAST 332-9100.



CUSTOM YACHT UPHOLSTERY

Design consultation by appointment only. We use only the highest quality materials with the finest craftsmanship in the Bay Area.

1702 Bridgeway, Sausalito, Ca. 332-1078

PATHFINDER SELF-STEERING VANES



"Successfully Used For Years"

Call Bill Paulson: 453-8722 454-9285
Western Sales Mfg. Co., San Rafael, Ca.



**SHIP'S CLOCKS
WEATHER
STATIONS
LAMPS-BELLS**



BRITE MARINE SERVICES

Executive Yacht Maintenance & Management.
P.O. Box 40591, San Francisco, CA 94140

Glen (415) 421-3442

Peter (415) 864-2663



WORMALD

JANITORIAL YACHT SERVICES

(415) 897-0819

Serving the entire Bay Area with Professional Janitorial Yacht Services As Well As Upkeep/Repair Services.



SEABIRD SAILING SCHOOL

*Classes, Rental,
Private Instruction.
El Toro, Capri, Laser.*

Aquatic Park, Berkeley, CA (415) 548-3730

READY OUTBOARD SHOP

Sausalito

New and Used Motors

Your old motor is worth trade-in dollar\$

—your authorized Evinrude dealer—

(415) 332-5233

9-5

Tues.—Sat.

SEA, AIR, LAND SURVIVAL CO.

Liferaft Sales, Rentals & Inspections. Have your questions answered and your equipment serviced, by the Survival Specialists.

BILL HUBER, U.S.C.G. Ret.

629 Bair Island Rd., Redwood City
(415) 365-6374

SELL OR TRADE

Props 2 (bronze), 28.30 — 2 1/4" base, 1 RH, 1 LH. NEED 1 RH28x24 — 2" base (or close to it?), also can use other "goodies" for 58' sailboat. What have you??

(415) 343-5216

BOATWRIGHT

Specializing in MARINE ELECTRICAL & ELECTRONICS

Installations, Troubleshooting, Corrosion Control

BOAT CARPENTRY - Rebuilding, Repair, Remodeling.

Professional help w/your do-it-yourself boatbuilding

GINO CIARRUSSO (415) 236-8863

UNDERWATER SERVICES

Recovery • Research • Rescue • Repair

Periodic in-water hull cleaning increases the speed and maneuverability of your boat, and prevents annual haulouts.

Your hull and zincs will be under constant inspection. References available.

John Ryzanych (415) 583-6647

FINE TOY BOATS "Winds Ships for Mind Trips"

Fine toy boats & ships, half models & sailing models. Hunt Johnsen builds fine toy boats that sail as well as they look. Any size, any rig, fine materials & craftsmanship. Built to order, cost depends on size & complexity. A 36" bark is on hand priced at \$150.

Hunt Johnsen (415) 332-9100

COMPASS ADJUSTORS

(415) 332-7989

Douglas Wilde

(415) 332-5400

L. D. McCrosky

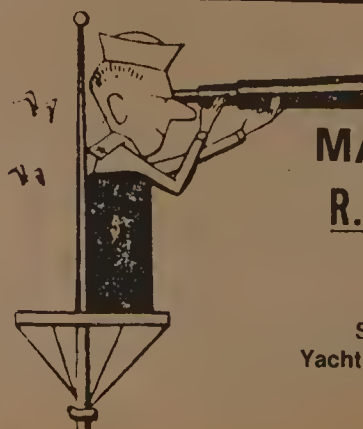
23' SLOOP

Dane built, lapstroke mahogany, many sails, inb. Palmer, head, galley, sleeps 4, excellent condition, great Bay boat. Offered \$11,500.

Call: (415) 457-4364

classy classified

You can get your classy classified started by sending your check for \$10 (\$20 for businesses) along with your 40 wonderful words to: latitude 38, p.o. box 1678, sausalito, ca. 94965. The deadline is the 22nd of the month and we cannot bill you or take ads over the telephone — it just wouldn't be classy if we did.



Looking For

MARINE INSURANCE

R.E. DICKERSON & ASSOC.

Insurance Brokers

341-2674

Specializing - Marine Insurance,
Yacht Clubs, Marinas, Shipbuilder's Liability

25 Years Experience

1941 O'Farrell St., San Mateo

CLASSIC 8' HERRESHOFF YACHT TENDER



Hand crafted cold molded Cedar hull with Honduras Mahogany trim, epoxy glued and bronze fastened. Light weight (65 lbs), strong and durable with hand rubbed urethane finish. Oars and traditional sailing rig stow inside boat.

DON PETERS CUSTOM YACHTS-1924 Willow St. Alameda -415-865-2001

CAL 28 \$12,950

'64 Lapworth fiberglass. New main w/refrig., 4 headsails, spinaker & gear. Galley, dinette, head, sleeps, 6, standing headroom. Evenrude outboard, new electrical, compass, anchor, cushions, raft, etc. Call Tom Martin (408) 255-9844 days; (415) 364-5074 eves.

FOAM FIFER 51' CUTTER RIGGED TRI. JUST COMPLETED.

30,000 mi. circum. of the Pacific. Westerbeke 4-107 dsl. eng., frig., 3 dbl. & 1 child's bunk. Shipmate kero. 3 brn. oven. E.P.I.R.B. WWV receiver, 6½T, 900' wrkng. sail; cntrbrd., ctr. cockpit. \$73,000 'til 8/9/79. Call/Write:(415) 388-3449 Ray Schwartz, c/o: U.S. Forest Svc., Groveland, CA 95321.

PROFESSIONAL QUALITY ADHESIVES AND COATINGS

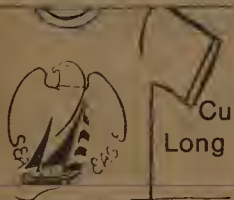
Clear, penetrating epoxy sealer for wood or ferro-cement \$25/2 gal. kit. Linear polyurethane paints - all the colors of the rainbow \$20/2 gal. kit. Antifouling paints - both tin & copper types, from \$20 to \$80/gal. Polysulfide rubber 2-component sealants for caulking, bedding \$20/gal.; epoxy adhesives \$18/gal. Flotation foat \$24/2 gal. kit. Technical manual, "How to Finish Your Ferrocement Boat," available \$5, refundable w/first \$50 order. We also have a laminating resin superior to the West System.

SMITH & CO.

1220 S. 49th St., Richmond, CA (415) 237-5986

RAFIKI 35

'78 fiberglass sloop w/beautiful teak interior, Volvo dsl., bronze ports, V.H.F., fathometer, signet knotlog, lewmar winches, dodger, stereo, h/c water, refrigeration, 3 sails, Vallejo berth, strobe, CNG stove, \$54,000. Chuck Petrone (707) 745-9123 (707) 646-3553.



NAUTICAL T-SHIRTS

Custom Designed for your boat. \$7.00 - \$11.00. Long sleeves & women's french style also available. MERMADE (415) 332-9100

SAIL THE BAY

Don't put up with the hassles of ownership; instead rent or lease a beautiful new Islander 28. Under our lease arrangement, free sailing lessons can be provided. Perfect for your next vacation or for the businessman wishing to entertain out-of-town clients. Call: (415) 254-6026 or (707) 745-5814

SAN JUAN 30

Fast cruiser, competitive racer. Volvo diesel, 7 sails, all Barients, hyd. headstay, twin foil headstay & more. Balsa core construction for strength & stiffness. Berth available. Asking \$27,000. (415) 837-2852, eves. or messages.

YANKEE 30

Race or Cruise in this fast S&S sloop. Top condition, best equipment, many unusual extras — stove, atomic 4, lew mars, V.H.F., 10 bags sails, new bottom paint, sleeps 6. Jim: Home (415) 254-3520 Office: (415) 654-1489

ATALANTA IS FOR SALE

She is a handsome 42' LOA multihull, a double outrigger, 38' on the water, 26' extreme beam, 9,000 lbs. disp., 720' sail area in a well balanced yawl rig. She is structural fiberglass with wood interior, 2 cabins, galley, engine room and sleeps five. Launched at Kawaihae, Hawaii in '77, sailed to S.F. in '78, weathering 2 gales with no gear damage. She is an ideal south seas cruiser with good speed. \$35,000. Designed and built by Hunt Johnsen. Moored in Richardson's Bay.

Hunt Johnsen (415) 332-9100

HAVING FUN???

If you're not, or want even more fun, join the Ranger 23 crowd for exciting racing, YRA Sect. IV or offshore MORA; or just cruising this big/little boat, sturdy and fast. Race equipped R-23 now racing is for sale by owner.

Call (415) 883-2131 eves.

Marine Surveyor

Marine Surveyor

LLOYD F BENSON

Experienced-Reliable-Specializing in Sailboats

P.O. Box DD, Belvedere, CA 94920

(415) 454-7271

FOR SALE

12' San Francisco Bay Pellican. Good Bay boat, fun to sail. Dewitt sails, Sausalito berth. A deal at \$400. Phone Jan or Ross days. (415) 383-7332

FOR SALE

18' Windrose, new 1978. Used one season, including trailer. Husband didn't take to sailing. Will include all extras — jackets, anchor, etc. \$4,000. Call (415) 726-2194 evenings for full details.

A NEW DISCOUNT CATOLOG

With True Discount Prices

H & K MARINE

Marine supplies and hardware. Call (415) 676-BOAT or write for our free DISCOUNT CATOLOG, P.O. Box 205, Concord, CA 94522

FOR SALE

Martec folding prop., 14"R 1" shaft, \$100; Norcold AC-DC refrig., \$200; Sportyac 7' dinghy, \$125; 50 amp Isolation transformer (isolates you from common marina ground thus eliminating related electrolysis,) \$85; Chrome brass bell, \$8; Call (415) 229-4026

26' EXCALIBUR

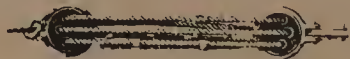
26' sloop in good condition. Active YRA class. Ballena Bay Berth (32'). \$8,900/offer. Phone: 728-5761 885-6386

SEABIRD 30

30'x10' Wm. Garden sloop. Shipyard built, low maintenance, two double staterooms (privacy for 2 couples) plus salon, fireplace, dinghy, F.W.C. engine. Slip included. First \$14,750 takes it. (415) 583-5416

RIGGING · RIG TUNING · COMPASS ADJUSTING · OUTFITTING
ELECTRONIC INSTALLATION · ELECTRICAL · YACHT DELIVERIES

ROMAINE YACHT SERVICES



RONALD R. ROMAINE

61 MIRAFLORES AVE.
SAN RAFAEL, CALIF. 94901
(415) 453-3969

KARL ROMAINE

YACHT DELIVERIES
PORT HUENEME, CALIF.
(805) 483-7227

Lion Sailing School

Beginning & Advanced Lessons Cruising, Racing, Piloting

ABOARD DITHYRAMB — '77-'78 SEASON CHAMPION

ALSO BAREBOAT CHARTERS

Aboard 22' — 43' Boats

Marriott Inn Dock

Berkeley Marina — (415) 526-4559

Custom Boat Lettering

Order your durable "Dry Paint" — boat lettering, individually designed according to your specifications, selecting from over 400 color combinations on our convenient order blank!
Registration numbers and speciality art too!

A to Z Signs & Graphics 532 3rd St., San Rafael, Ca. 457-1849

9'4" PRAM

Plywood, with flotation under seats. Design from John Gardner's "Building Classic Small Craft."

(415) 388-0900

WANTED

Atomic 4 marine engine w/transmission. leavening for south seas, engine must be in good working cond., must be dependable & ready to go. Minor repairs ok. Please, no oil burners or cracked blocks.

Call: (415) 332-0780 eve. (p.m.)

DELUXE, SPACIOUS OCEAN VIEW

Condominium for lease or sale on Northern San Diego county's small craft harbor 2 miles from Amtract, municipal harbor nearby. Slip possible. Adults, no pets. West Coast Pacific, agent.

Call John Giroux, (714) 722-7728

HOBIE. 16

1974 white hulls — blue tràm with trailer & storage box. Used very little. \$2,000.

Call Glen 522-5417
351-5469

21' O-DAY YNGLING

The sports car of small keel boats. Little sister to the Olympic class Soling. European style camper cover. 6 bags sails — Hood, Harkin blocks. Trailer. Owner will finance \$4250.

(916) 372-2810

SAIL VIRGIN ISLANDS

Your own yacht with crew for parties of 2-12 for as little as \$70 per person/day. Includes gourmet meals, unlimited bar.

Lynhollen Yacht Charters,

601 University Ave., Suite 150, Sacramento, CA 95825

MARINE GARAGE SALE

Pumps, binoculars, Seagull, sextant, autopilot, clothing, books, charts, and many other items. August 11th, 154 Carlotta Circle, Mill Valley.

FREYA 39

For Sale "Golden Egg"

(707) 762-2865

MARINE SURVEYOR

FRANK OLIVEIRA

Call Before 9AM
or After 6PM

Available Seven
Days a Week

(415) 388-2239

GREAT FAMILY BOAT

30' Sparkman & Stephens motorsailer sloop. Grey Marine Scout gas eng. main, jib, spin., windspeed, sumlog, radio, 2 anchors, shoal draft & centerboard, shore pwr., fridge, weighs 12,000. Very gd. cond. Will teach new owner to sail, if required. \$22,500

(415) 453-6546, aft. 6

ISLANDER 29

1965 full keel fiberglass sloop. Atomic 4 — full cover. Sleeps 5. Located Moss Landing, Watsonville \$17,750. Berth available. Call after 6 p.m.

(408) 724-4638

ULTRA FAST TRIMARAN ARROW

36' LOA, 22' Beam, 3600 lbs., excellent condition, north sails ash paneled interior, sleeps 4, set up for singlehanded racing. Ocean ready or 6 mo. sub-lease.

S.C. (408) 475-0897

**A.B.
STEVENSON
CO.**



INSURANCE

3450 LAKESHORE AVE.
OAKLAND, CALIF. 94610
(415) 763-4840
Frank Stevenson

YACHT STORE PRICES TOO HIGH?

See us. White semi-gloss epoxy-\$8.00/Gal. Epoxy glue, resin, hardener, putty-\$16/Gal. Bottom paint \$30-\$40-\$55. Linear polyurthane spray paint-\$16/Gal. Collect orders sent promptly, UPS or freight. Morgan Marine, 520 Cleveland Lane, Petaluma, 94952.

707-763-5111-Monday thru Saturday

LIFE RAFT FOR RENT

By Week or Month. New Avon 6 man cannister.

Call: (415) 322-1020

31' CUTTER

U.S. built (1977). Fiberglass full keel, double ender that really sails (not a westsail), custom teak & oak interior plus all cruising amenities. Contract of sale possible with 20k down, payoff balance at 10% interest.

(415) 332-6045

FRANK E. BILEK

INSURANCE AND BUYERS SURVEYS

Certified by the National Association of Marine Surveyors

BAY
DELTA

(415) 232-7638 before 9:30 a.m.

POWER
SAIL**MOORE 24**

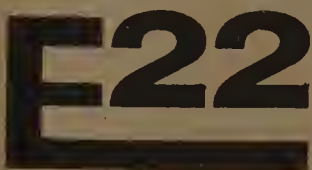
Full race equipment. Pulpit, lifelines, all Barients, two compasses, anchor and rod, eleven sails, motor and trailer.

(408) 373-5734

TANZER 22

Ideal S.F. Bay and Delta sloop. Well equipped for cruising. Available w/Alameda berth. 6 hp, O/B lifelines, double reef points, Genoa winches, compass, knotmeter, stereo and CB w/marine antenna, swim ladder etc. Asking \$7,500. Make offer.

(415) 933-6262



For the Best Racing

On the Bay

And the World

Contact our Secretary:

Vito Bialla - 30 Princess - Sausalito - 94965

PARTNER FOR ERICSON 27 CRUISE S.F. BAY & DELTA

"SYNERGY" — 6 months old, atomic 4, DeWitt sails, boom vang, buckstay adjuster, depth sounder, knot meter, VHF/FM radio, oversize (#24 s.t.), winches, halyards lead aft for easy sailing. Sleeps 5. Exp. only, references.

Bruce (415) 672-1327

MARINE SURVEYOR**APPRAISER****JACK MACKINNON**

Call anytime

(415) 276-4351

MOBILE GLASS REPAIR

Specialist in fiberglass & gelcoat repair at your dock or in our shop. Major and minor damage, structural modifications.

(408) 988-7605

SAVE MONEY

Versitale, handcrafted 14' fiberglass Bermuda-style dinghy. Sail/row/motor. Complete or finish yourself.

Eves. 285-5537

ERICSON 27

Excellent condition, compass, digital knotmeter, stove, new int. rug, whisker pole, F.M. cassette stereo, 4 man raft, Gusher bilge pump, anchor & rode, etc. Great Bay & Delta boat. Will instruct novice. Astoundingly low price \$16.5K

(415) 574-4323, 523-3644

Downwind Designscustom canvas bags, boat covers, cushions
awnings

Fast Professional Service

Jane Silvia — 200 Gate 5 Road, no. 111, Sausalito, 332-5757

**MARINER'S MART
CLASSIFIED ADVERTISING**Classified Advertising Available for the *First Time* in the
San Francisco Bay In-The-Water Boat Show Program!

40 words for \$15.00. Send us your copy by August 15th! All ads payable in advance.

SHOW DATES:

September 7-16

Mariner Square, Alameda

2415 Mariner Square Dr., Alameda, CA 94501

(415) 523-0940 Karen L. Thompson

WANTED

Santana 22, 1970 or later. We would like to trade our equity in a Santana 525 for a Santana 22 in good condition. We owe approximately \$9,000 on the Santana 525. Call 752-9725 eves.

421-9750 ext. 214, days

MODIFIED RHODES MERIDIAN

26' full keel fiberglass cutter. Rigged for singlehanded. V.H.F., fathometer, sumlog, Honda 7.5 in well. Pulpits & lifelines, mast steps tri color. Alameda berth. \$10,500.

(415) 865-1866

523-9846

MARINE SERVICES GROUP

Boat maintenance and repair. Cabins & galleys cleaned, hulls buffed & waxed, bottoms cleaned, wood oiled, varnished, painted, restored, other tasks to support your sailing. Regular maintenance programs.

JOHN S. TUCKER (415) 339-1729

OWNERS OF CT41's OR SIMILAR BOATS

British made Sharpe Seapilot autopilot with all connections for sale, \$600. 'We never hand steered even in a Tehuantepecer.'

Call (415) 383-7816

TERRY & BARB TELSON (415) 994-7000

"HONEST ENGINE"

Complete Marine

Diesel — Gas — Repair — Maintenance

37 Shoal Dr., Daly City, CA 94014

FOR SALE

Columbia 28 inboard, clean and loaded. Too much gear to list \$16,500

357-2170

YACHT FINANCING

Only 10% down for new or used sailboats, 15% for trawlers. 15 years maximum term. Lowest available simple interest. Refinancing & out of state o.k. Can sign for loan at bank near you. Competitive leasing terms also available.

Richard Williams & Assocs. (415) 495-0335 (415) 522-5590

EXPERIENCED CREW

Desires passage to South Seas. Woman, 30 yrs. old & boy 5 yrs. Have references & personal expense money. Willing to depart from any Pacific port.

Theresa Champagne

P.O. Box 1036, Sausalito, CA 94965

marine sales co. OF SOUTH SAN FRANCISCO

ALWAYS THE LOWEST PRICES FOR THE FINEST EQUIPMENT

subject to stock on hand & price change.

Also Sailboat Equip.: Barient Forespar Nicro Fico, Schaeffer, RC, Enkes

404 COMMANDER FLOAT COAT

The all-purpose, lightweight, Coast Guard approved boat coat

Colors:
Navy blue with red stripe
Orange with yellow stripe

Sizes:
Mens S, M, L, XL
Ladies S, M, L

List \$64.25

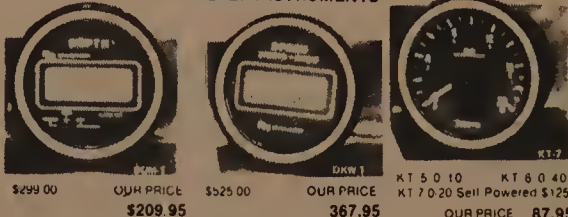
OUR PRICE: \$39.95



QUALITY-SERVICE Call for free catalog on SR Instruments
42 DIFFERENT MODELS
17 REPEATER

MARINE INSTRUMENTS

DIGITAL INSTRUMENTS "TRIO" INSTRUMENTS PANEL MOUNTS
METER INSTRUMENTS



\$299.00

OUR PRICE \$209.95

\$525.00

OUR PRICE \$367.95

KT 5 0 10 KT 6 0 40

KT 7 0 20 Sell Powered \$125

OUR PRICE \$7.95

DATAMARINE — Low, Low Prices



Coastal Navigator®



DUAL RANGE DIGITAL SOUNDER DDS-99

- variable depth alarm
- anchor watch
- Numetron Digital display

List Price \$329.95

OUR PRICE \$247.95



NEW Standard USA

46 channel, 50 receive
List: \$499

OUR PRICE: \$375

Motrola Nautilus 440

List: \$659

OUR PRICE: \$499

OUR PRICE: \$499

LORAN C MORROW

Dual Readout 6 notch filter

List: \$2,295

Special: \$1,795

Texas Instruments T9000A

List: \$2,095

Special: \$1,790

SRD dual, New

List: \$1,895

Special: \$1,645

Micro Logic 120

List: \$1,995

Special: \$1,796

HONDA



- GENERATORS
- OUTBOARD MOTORS
- FOUR CYCLE

Call for lowest prices

NAUTOLEX

Vinyl Flooring and Decking

Choose deep pile texture that looks like carpeting or wood decking finish that's as beautiful as planking. IN STOCK NOW

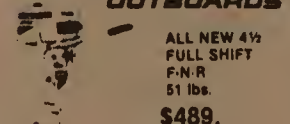
ZODIAC



OVERSTOCK SALE

Tender IV \$599
Cadet \$799

Johnson OUTBOARDS



ALL NEW 4 1/2 FULL SHIFT F.N.R. 51 lbs.

\$489.

ORDER NOW

2 HP \$259 9.9 Gall
4 HP \$399 Elect.
6 HP \$545 Start \$908
9.9 HP \$735



DDS-RW

—waterproof bulkhead mount; very low power consumption

List Price \$185.00

OUR PRICE \$130.00



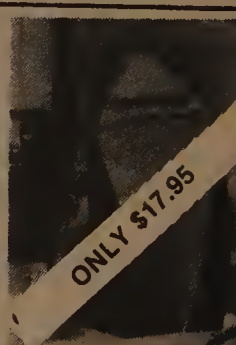
Coastal Navigator®



MODEL RDF-1 FAMOUS THREE BAND RADIO DIRECTION FINDER GREAT SPECS

List: \$329.95

Our Price \$247.95



ONLY \$17.95

Windscoop Forces The Slightest Breeze Into Your Cabin to Keep You Cool. Nothing to install.



40% OFF on gals.

Stocking Dealers For Woolsey & Z-Spar



1 1/2" THREE WAY "Y" VALVE \$28.95 \$21.95

KOHLER MARINE 3 KW DIESEL GENERATOR

*120 Volt, 62.5 AMP Model 3R027 * Direct Water Cooling * Remote Start * 12 Volt Automotive Cranking * Battery Charging * High Water Temperature Cutout * Low Oil Pressure Cutout * Heavy Duty Dry Air Cleaner * Drip Pan Base * Flexible Connections PRICE INCLUDES: * Fiberglass Muff Cover * Super Silencer Marine Muffler * Ship to Shore Switch * Limited Stock



SALE: \$2695.00 PLUS FREIGHT

ENKES WINCHES

One, two and three speed Self-tailing CALL FOR QUOTES.

AUTO PILOTS The Benmar Course Setter 21



CALL FOR QUOTES

RADAR JRC

JMA 305 40 Mile

List: \$4,495

Our Price: \$3,795

FURUNO

240 24 Mile

List: \$3,695

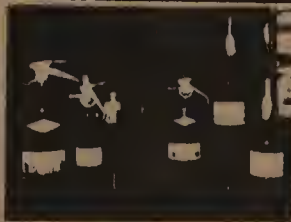
Our Price: \$3,350

RAYTHEON

2600 24 Mile

List: \$3,245

Our Price: \$2,860



Halon Fire Extinguishers

Automatic and hand held also CO2 hand held CALL FOR QUOTES

MAGMA MARINE BBQ



Deluxe Model

Retail — \$124.95

Our Price — \$89.95

Stoves

SHIPMATE, PRINCESS HILLERANGE, KENYON

ANYTHING YOU SEE IN OTHER CATALOGS — WE CAN QUOTE!!

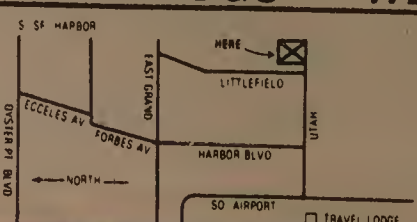
marine sales co.

324 LITTLEFIELD AVE. SOUTH SAN FRANCISCO, CA 94080

MONDAY-FRIDAY 9-6; SATURDAY 8-2.

415-871-2290

PHONE ORDER Charge Cards Welcome



SAVE GAS

ORDER BY PHONE VISA/M.C./ B of A CALL COLLECT (415) 873-1795 (PHONE ORDERS ONLY!)

Brokers Of New Or Used SAILS



*Let us sell your
old sails for you
or
send for our current
list of beautiful
cruising sails at
bargain prices.*

**Industrial Center Building No. 105
Gate 5 Road
Sausalito, CA 94965 (415) 332-9515**

BOB TEFFT CRUISING

415-332-3690



2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965

26' Garden gaff cutter, "Vashon Island", 1967, 17,000#	\$32,000
30' Atkin, "Little Maid of Kent", schooner, 1970	25,000
30' Vega "Horizon" motorsailer, 1974, w/good gear	36,500
30' Danish "Sagitta" sloop, FG, 1966, cruise ready	34,950
31' Angelman ketch, 1961, good character	37,500
32' DeFever heavy cruising sloop, 1963	29,000
33' McIntosh diesel cutter, 1959, w/lots of spares	19,500
34' Block Island diesel ketch, sails well, nice	29,500
36' Hanna Carol ketch (2) 1944 \$15,500 & 1964	45,000
40' Concordia sloop motorsailer, great boat	39,500
40' Atkin canoe-sterned cutter motorsailer, 1968	50,000
41' Alden cutter motorsailer, 1958, radar, clean	68,000
46' Campos heavy ketch, 1949, similar to famous "Gaucho"	80,000
47' German steel yawl, 1962, new diesel, excellent	82,500
47' Colin Archer, 1972, steel, built in France, heavy	95,000
48' A.H. Moody & Son, English cruising sloop, elegant	80,000
48' Sutton steel ketch, 1967, very spacious & clean	135,000
50' Lester Stone classic cruising sloop	37,000
54' Heavy English ketch w/much nearly new gear	56,000
60' Crocker schooner, Boston built in 1939, gorgeous	175,000

SPECIALIZING IN OFFSHORE CRUISING BOATS

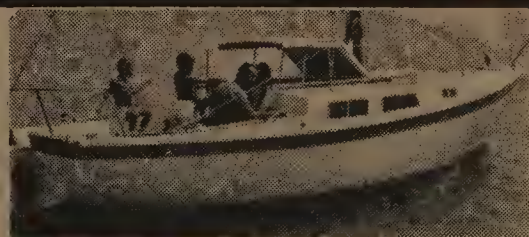
EDGEWATER YACHT SALES, INC.

BRIDGEWAY AT TURNEY
Sausalito, California 94965
(415) 332-2060

MARINE INSURANCE

BROKERAGE SAILBOATS

59' Stone Cutter	\$ 40,000
57' Columbe	125,000
50' Columbia	75,500
48' Staysell Schooner	47,000
47' German Dies. Steel Yawl	82,500
46' Abeking Classic Diee. Ketch	70,000
45' Garden Dies. Fishing. Ketch	46,000
43' C&C Full Race — plus	120,000
41' C.T. Diesel Ketch	68,500
40' Cal, outstanding buy	49,500
40' Columbe, Diesel, Wheel	44,000
35' Alberg, Wheel, Lifelines, Etc.	35,000
34' Block Island Ketch, diesel	29,500
33' Schock Diesel Cutter	26,800
33' Allied Ludders, Bristol Cond.	39,500
30' Cal, Full Keel	22,000
30' S&S Motoreailer	22,500
28' Triton, w/diesel	18,500
26' Columbia MKII, w/diesel	12,000
26' Pearson Commander, refinished	7,950
25' Behama, w/inboard	8,000
25' Peterson 1/4 Ton	only 13,900
24' Venture, w/trailer	5,500
24' Columbia Challenger	6,900
23' Ranger	3 listed from 11,900
20' Cal	only 4,500



CAL 25'. Very clean & comfortable Family race/cruise sloop
Only \$8,000



29' CASCADE. Dorris built with Perkins Diesel, lots of teak & equipment. Refinished
Asking \$18,500



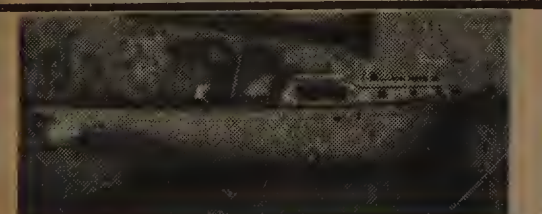
29' S&S COLUMBIA MK II. Full keel, full race, full cruise & just surveyed.
Try \$17,500



36' DUTCH BANJAR MOTORSAILER. 80 hp Perkins, radar, auto pilot, V.H.F., etc., etc. The perfect cruising yacht. Priced low
\$97,500



43' R BOAT. Classic sloop that looks as good as the day it was built (1926).
Asking \$29,500



34' COLUMBIA. S&S Design, full keel, has vane dodger, V.H.F., pulpits, lifelines, dinghy
\$29,950

Dealers for:

Farr 24' & 30'
Nor'West 33

SKIPPER'S

**Yacht
Sales**

**SKIPPER'S ANNOUNCES THE OPENING OF AN OFFICE IN
THE NEW PITTSBURG MARINA — JULY 1st, 1979**

SELECT BROKERAGE LISTINGS

53' SKOOKUM KETCH.....	\$150,000	28' PEARSON.....	29,500
52' CHINESE JUNK.....	89,500	28' CAL.....	15,000
48' STAYSAIL SCHOONER.....	47,500	28' ZIMMERMIA.....	15,000
46' FRANZ MAAS.....	110,000	28' BUCCANEER.....	12,500
45' ROSBOROUGH.....	65,000	28' STARLIGHT CUTTER.....	10,000
44' PETERSON.....	115,000	28' ALBERT HELLER.....	10,000
42' MAX CARTER/N.Z.....	65,000	27' KINGS CRUISER.....	7,500
41' YANKEE CLIPPER.....	69,500	27' CATALINA.....	2 from 12,750
41' SWAN.....	145,000	27' NOR'SEA.....	36,000
41' IMPERIAL.....	69,500	26' RANGER.....	12,500
41' CHEOY LEE OFFSHORE.....	98,000	26' MATSULDEN.....	6,800
41' CT.....	two from 75,000	26' AMERICAN.....	10,500
41' BENNETT.....	45,000	26' THUNDERBIRD.....	5,300
40' NEWPORT AUX. KETCH.....	55,000	25' SEA HORSE YAWL.....	17,900
38' YANKEE 1-TON.....	57,000	25' PETERSON 2-25.....	17,785
37' FAR EAST GARDEN.....	52,000	25' SANTANA.....	12,000
36' MORGAN IO.....	49,500	25' O'DAY.....	10,000
36' ISLANDER.....	50,000	25' BALBOA.....	10,500
36' COLUMBIA.....	37,000	25' CHEOY LEE "Frisco Flyer".....	10,500
35' ERICSON.....	44,000	25' FLEUR BLEU.....	3,900
32' WESTSAIL.....	59,000	24' C&C.....	2 from 13,500
32' STEEL SLOOP, aft cabin.....	39,000	24' BRISTOL.....	11,900
32' KENDALL.....	50,000	24' CAL 2-24.....	7,600
32' HERITAGE MARINE.....	33,000	24' ISLANDER BAHAMA.....	6,500
32' BUGEYE KETCH.....	5,500	24' COLUMBIA CONTENDER.....	4,000
30' RAWSON.....	2 from 25,000	23' MAYA.....	10,000
30' ISLANDER.....	low price 23,500	23' BEAR.....	5,950
30' SCHULSTER M/S.....	20,000	22' PEARSON ENSIGN.....	4,400
30' PACIFIC.....	14,000	22' SANTANA.....	5,500



MATTSON SCHOONER-SEA HAWK 55'; Built in '76 at Betts Marina, expertly crafted with exquisite hardwoods throughout interior. An excellent liveaboard cruiser. **\$86,000.**



ALLIED'S MISTRESS 39 KETCH, 1977, center cockpit, aft master stateroom with kingsized berth, H&C pressure water, kerosene heat, zodiac inflatable. **\$98,500**



NORTHERN CALIFORNIA DEALERS for NOR'WEST 33. Now available for inspection at our Sales Dock. A fast full keel cruising sloop.



CHEOY LEE LION, Beautiful 35' Teak Sloop Fatho, Knotmeter, RDF, AC/DC Refrig - 5 bags, North Sails.



30' BRISTOL IB. Excellent Sails — Well Maintained. The best in this area.



46' CUTTER, Center cockpit, auto pilot, dodger, fatho, wind speed, direction. 5 bags of sails.

BANK FINANCING AVAILABLE/ BERTHS AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave. Alameda

(415) 522-6500



GLEN COVE YACHT SALES

Located off
1780 between
Vallejo and
Benicia

OFFSHORE
SAIL

CRUISING CONSULTANTS
PERSONALIZED SERVICE

MOTOR
CRUISERS

2020 GLEN COVE ROAD, VALLEJO, CALIF.
PHONE (707) 552-4206 or (415) 261-0600

BERTHS, FINANCING, INSURANCE FOR ALL BOATS WE SELL

35' VINDO, 1974. A superb Swedish quality Yacht, exceeding Lloyd's specification. She has a full keel, dsl., and is loaded with cruising equipment.
..... \$57,500.



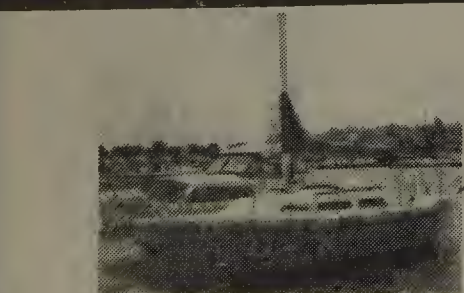
41' GULFSTAR, 1974. (Sistership.) One owner since new. An outstanding job of outfitting & maintenance. Many custom features. Excellent aft cabin layout....
..... \$77,000



37' SEABIRD KETCH, 1975. Spacious center cockpit cruising ketch. She is fully equipped for liveaboard..... \$67,500

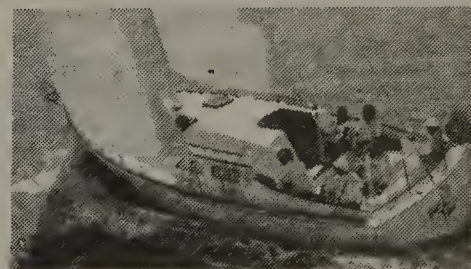


32' CHALLENGER, 1974. No interior on any 32' boat can compare. Strong and clean throughout.... Reduced to \$42,500

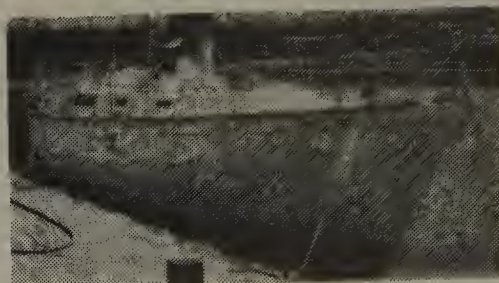


27' CATALINA, 1977. All the right things were done to this one. Atomic 4, well equipped..... \$18,995

BROKERAGE BOATS	
16' MERCURY SLOOP.....	\$ 1,000
21' '61 VICTORY w/trailer.....	\$2,500
22' '76 CATALINA w/trailer.....	8,800
22' '66 COLUMBIA.....	4,200
22' '75 TANZER.....	9,000
23' '72 RANGER.....	11,500
23' '74 DUFORE OTR. TON.....	12,900
23' '47 BEAR BOAT.....	5,995
24' '66 ISLANDER BAHAMA.....	8,900
24' '73 VENTURE w/trailer.....	5,900
24' '64 CAL.....	5,950
24' '66 COLUMBIA.....	5,500
24' '66 ISLANDER BAHAMA.....	6,950
25' '76 LANCER w/trailer.....	11,800
26' '77 CHRYSLER SLOOP.....	15,500
26' '69 RANGER.....	14,500
26' '77 DAWSON.....	17,500
26' '77 ISLANDER.....	17,500
26' '76 S-2.....	24,950
26' '70 WESTERLY.....	17,950
27' '77 CATALINA.....	18,995
27' '76 NEWPORT.....	21,800
27' '70 CAL.....	13,300
27' '66 SANTANA.....	13,500
28' '77 ISLANDER.....	35,995
28' '77 WESTSAIL.....	46,900
28' '66 TRIMARIN.....	6,500
28' '70 COLUMBIA.....	16,500
30' '75 CLIPPER MARINE.....	(2) 12,000
32' '74 CHALLENGER.....	42,500
32' '72 VAN DER VLIS.....	32,500
35' '74 VINDO.....	57,500
36' '71 ISLANDER.....	57,500
36' '74 PEARSON.....	62,000
37' '75 SEA BIRD.....	67,500
37' '65 GARDEN.....	49,900
37' '76 GULFSTAR.....	83,000
40' '66 GARDEN.....	77,650
41' '74 GULFSTAR.....	77,000
45' '47 CANADIAN STEEL.....	50,000



37' GULFSTAR, 1976. Diesel, Dodger, A.P., Refer. Last of the bargains at this price..... \$63,000



36' PEARSON, 1974. Diesel. Clean, Capable Cruising Boat..... \$62,000



26' CHRYSLER, 1977. Boatshow model. Fully equipped..... \$15,500



26' DAWSON, 1977. The perfect cruiser for two couples with aft cabin privacy. Strong, like new, atomic 2..... 17,500

wave traders



1702 BRIDGEWAY BLVD., SAUSALITO CALIFORNIA 94965 - 415-332-9300

selected brokerage

20' Mermaid	\$ 4,500
22' Catalina	2 from 5,900
23' Ericson	5,900
24' C&C	13,500
24' Columbia Challenger	7,900
24' Gladiator	6,290
24' Nightingale	14,500
25' C&C	13,500
25' Pacific Clipper	2 from 8,400
25' Crosby Yawl	11,900
25' Fleur Bleu	7,950
26' Frisco Flyer	19,950
26' Interntl. Folkboat	15,500
26' Nichols Sloop	10,000
27' Balboa 8.2	22,750
27' Catalina	15,000
27' Cheoy Lee Offshore	22,500
27' Ericson	21,000
27' Santa Cruz	21,000
28' Cheoy Lee	35,500
28' Islander	3 from 30,950
29' Baltic Cruiser	16,000
29' Cal	27,800
30' Islander Mk II	30,000
30' Friendship Sloop	35,000
30' Rawson	26,500
30' Santana	34,000
32' Ansty Rustler	43,500
32' Fuji	46,000
32' Westsail Kit	30,000
33' Fjord Motorsailer	59,000
33' Ranger	29,750
33' Vanguard	29,000
34' Block Island Ketch	29,000
34' CT	52,000
34' Columbia Mk II	34,000
34' Steel Cutter	13,500
35' Cheoy Lee Lion	36,000
35' Ericson	36,950
35' Formosa Ketch	41,500
35' Ho Sang Junk	34,000
35' Rasmussen Cutter	16,900
35' Stone Sloop	24,000
36' Cheoy Lee Clipper	69,500
36' Islander	3 from 46,900
37' Garden Ketch	49,900
38' Javelin	39,000
39' Freya	98,000
40' Motorsailer	68,000
40' Garden Cutter	40,000
40' Newporter	2 from 55,000
40' Wayland Yawl	30,000
41' Swan	145,000
43' R Sloop	29,500
45' Matthews Motorsailer	32,000
52' Chinese Junk	89,500
57' Steel Ketch	150,000

The Yacht Yard is in Operation and able to haul with travelift.

RATES:

Travelift — \$2.50 per ft./\$10 per day lay days.

Day in and day out won't count.

The Railway will be back in business soon.

CQR ANCHORS

25 lbs. — \$143.00

35 lbs. — 178.00

45 lbs. — 210.00

CQR BOW ROLLERS

\$113.00 each

All Bronze, Fits

25, 35, and 45 lbs. CQR's.

special values

New

Aqua guide R.D.F.	\$260
Cast bronze ships bells	14.80
Marinetics circuit breakers, 5-50 amps AC&DC	7.50
Wave Trader Constellation T-Shirts	5.00
Johnson Sailmaster 9.9, '79 model	900
Honda 7.5, '78 model	565
Valor cooker heater	25
Duct tape, white or silver (roll)	6
Gemtronics GT 1202S Recorder	372
R.F.D. 6-man Life Raft	1,100
Yanmar 2 QM 20-Diesel	3,030
3 wire, 30 amp. Shore Power Cable	65/ft.
Silva Compasses	54
1/2" Galv. Shackles	2
Deks Oljie no. 1	14.95/gal.
Deks Oljie no. 2	20.95/gal.
Interlux Polycaulk, 11 oz.	5.95

Used

Several furling gears & assorted pieces	Various
Bronze multiple position lever	50
Lewmar 43, 2 speed	160
Seafarer D.S. Head only	5
Bronze 5 1/2 x 12 Rect. ports	50
12" dia. wired porthole glass, each	4
Small boat binnacle compass	125
Bronze Navy bildge pump	30
2 1/2" w/c Seacock with through hull	185
Power Windlass	200
Pico Star Kerosene Lamp	50

We are selling a lot of boats. We'd like to sell yours. If you are thinking of selling, now is the time. Give us a shot at it, we need new listings.

